

THE Hongkong Weekly Press

AND China Overland Trade Report.

HONGKONG, SATURDAY, 29TH MARCH, 1902.

No. 13

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BIRTHS.

On the 9th March, at Wuhu, the wife of F. E. LUND, of a daughter.

On the 15th March, at 106, Chapoo Road, Shanghai, the wife of JAMES E. INCH, of a son.

On the 17th March, at Shanghai, the wife of Captain G. H. BOWKER, Indo-China S. N. Co., of a son.

DEATHS.

On the 15th March, at the Central Hotel, the Bund, Shanghai, BARNET N. JENKIN, late of Messrs. Lapraik, Class & Co., Amoy.

On the 17th March, at the General Hospital, Shanghai, JOSE MARIA LEMOS BARRETO, aged 25 years.

On the 18th March, ANNA EMILIE, infant daughter of Mr. and Mrs. H. BORNER, aged three months.

On the 18th March, at the General Hospital, Shanghai, A. B. BARRETO, in his 18th year.

On the 19th March, at 2, Kungping Road, Shanghai, ALBERT WILLIAM GRANT, second son of Capt. PARAMORE, aged 5 years and 9 months.

On the 20th March, at No. 78, Bubbling Well Road, Shanghai, HERMANN E. SCHEIBLER, aged 30 years.

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HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

ARRIVALS OF MAILS.

The American mail of the 25th February arrived, per T. K. K. steamer *Nippon Maru*, on the 26th March (29 days).

EPITOME OF THE WEEK.

The Japanese are moving actively in Nagasaki in regard to the question of making the place a free port.

Diphtheria and scarlet fever are prevalent in Peking. The long-continued drought has done much to foster them.

The day of the coronation of His Majesty King Edward and the following day, have been proclaimed Bank holidays.

H. E. Chang Te-yi, Chinese Minister-designate to Great Britain, was expected at Shanghai on the 22nd or 23rd instant.

Admiral Sir Harry Keppel left Singapore for home on the 17th inst. by Lord Crawford's yacht *Valhalla*, after four months' stay in Singapore.

The Russians have sent five hundred soldiers from Kinohow to Chêngtâ (Jehol), in the Province of Chihli for the avowed object of suppressing brigandage in that locality.

From Mr. F. E. Taylor's report, to which we have already alluded, it appears that in 1901 British firms in the treaty ports numbered 427; Japanese 289; German 122; American 99; and French 64.

The new Customs Tariff in Newchwang came into force on the 11th inst. Specific duty will be imposed at the same rate as in Shanghai and Tientsin, instead of the *ad valorem* duty hitherto imposed.

The men-of-war that are being sent by Japan to the Coronation are the armoured cruiser, *Asama*, 9,750 tons, built at Elswick in 1898, and the cruiser *Takasago*, 4,160 tons, built at Elswick in 1897.

Our Manila correspondent's telegram on the 22nd inst. stated that ten suspected cases and seven deaths from cholera had occurred within the past thirty-six hours not thirteen, as we reported last week. No further news has been received of the outbreak.

Baron Kodama is resigning his post as Japanese Minister for War with the purpose of devoting himself to his duties as Governor-General of Formosa. His portfolio goes to Viscount Terauchi, now Vice-Chief of the Headquarter Staff.

Doctor Martin, late President of Peking University, having left China after his dismissal from that post, Viceroy Chang Chih-tung has telegraphed to Vancouver, requesting him to return to China as President of the University of Wuchang and Foreign Adviser of all the high Chinese officials in the Hu-Kuang provinces.

The Dutch Government has submitted to the Chamber a convention with Germany providing for a joint subsidy for cables connecting the Celebes with the America-Philippines cable via the Pelew Islands, which will also be connected with Shanghai. The object is to provide a connection with Europe via America, independent of British cables.

With regard to the Franco-Russian "answer" to the Anglo-Japanese Agreement, the Berlin *National-Zeitung* considers it rather impossible that Russia has pledged herself to support France elsewhere in certain contingencies in return for French support in East Asia.

Despatches received from Newchwang by Chinese merchants at Shanghai report the recent arrival in that vicinity and other parts of that province of large numbers of Russian troops, the major portion having come, it is further reported, from Port Arthur. All the new arrivals seem to be thoroughly equipped and supplied as if for a campaign.

A private telegram received here from Port Arthur, says the *Nagasaki Press*, confirms the recent current statements of the suspension of work at Talienwan. It is a notable fact that all those who have recently visited either Port Arthur or Talienwan speak of a general feeling among the Russians there that an outbreak of war between Russia and other powers is certain to come.

A telegram was received in Shanghai on the 17th inst. from Peking by the Superintendent of the French Council, stating that the Emperor was much delighted on hearing of the kind reception which some of the foreign residents accorded to Prince Chun during his short stay in Shanghai. In order to show his great appreciation of the respect they paid to his brother the Emperor has announced his intention to award gold medals to these residents.

According to a Shanghai despatch coming from German sources there is no dispute as to the principle of the withdrawal from the Tientsin Provisional Government, for which negotiations are still going on. No date has been fixed for the withdrawal. The Foreign Powers jointly demand security that no new troubles shall break out in Tientsin, and mean to maintain their garrisons in that city. The Powers are unanimous, and the Wai-wu-pu raises no difficulties.

The following Northern Notes, dated Peking, 15th March, appear in the *N. C. Daily News*:—The three Viceroys, Lin Kung-yi, Chang Chih-tung, and Yuan Shi-kai, have sent in a joint memorial denouncing the Cheng Wu Chu (Department of State Affairs), on the ground that no effective result has followed its institution, that its existence is merely nominal, and it has entirely disappointed the hopes of the Government and the people.—H. E. Yuan Shi-kai has asked the Throne for a grant of a million taels towards the cost of his modern-drilled army. H. E. Hu Yu-fen has been ordered to reorganise the police system in Peking and repair the roads which are under his control. Prince Tuan and General Tung Fuhsiang are again contemplating the organisation of a rebellion. The Shen-Kan Viceroy is busily engaged in sending reports on the matter by secret telegrams to the Grand Council. It is stated that H. E. Tseng Chi-Tartar General of Shengking, has presented to the Russian Government that it need not openly press the signature of the Manchurian Convention, as in the present state of China there is no reason to suppose that she will not continue to rely upon Russia.

THE NEW TARIFF NEGOTIATIONS.

(Daily Press, 27th March.)

While everyone who has made a study of the financial systems of China has come to the conclusion that the system of *lekin*, and more especially its method, is not only injurious to the best interests of China, but is inefficient as a source of revenue to the provinces, the methods proposed for its abolition seem to vary almost as the men who have tried to study its financial and political aspects. In one particular there is a general consensus of opinion, and that is that only by amalgamating the financial administrations of the Empire under one head can any successful result be looked for. That this is doubtless the case we do not deny, but the methods hitherto proposed, including the latest attempt fathered by Sir JAMES MACKAY, are throughout singular in their ineptitude. The great principle underlying the financial administration of the Chinese Empire up to the present is that the Imperial Government makes demands on the provinces in lump sums, leaving to the provincial governments to apportion the details. Experience in a rough way has pointed out the proportionate sum each province is capable of transmitting, and beyond this there is at present no machinery whereby the provincial levies can be controlled either in amount or in incidence. To add to this difficulty, there exists on the part of the provincial governments and Peking a profound want of confidence. Each deeply mistrusts the other, and tries to deceive it as to its income and expenditure. Sir THOMAS WADE, who, with all his means of knowledge at hand, knew less of the practical administration of China than any other man ever entrusted with high responsibility, made a miserable failure of all his financial attempts; and very much the same may be said of the present Inspector-General. In both cases the failure has proceeded from the habit of looking at China not as China is in actuality, but as China should be on a theory existing in the mind of the administrator. This evil is of very ancient origin, and dates back, it may be said, to the very foundation of the Empire. In theory the Chinese system is a beautiful combination of compensating machinery, but unfortunately the checks are too refined and delicate to be capable of being put in action; and the official mind, while always capable of quoting the excellent rules laid down for his administration, takes care in practice to use the rough and ready methods that have been handed down amongst the traditions of his office. Hence it comes that China in theory and China in practice are two very different and distinct entities. The sea-borne commerce of China has always, it is true, been looked upon as an appanage of the Imperial power, and the provinces have never openly ventured to interfere in the Imperial arrangements, but when the cargo was once landed for local consumption the position was at once altered, and the Imperial Government had no more right to interfere than had the provincial in the first instance. Such has been the theory. It is doubtless the fact that the provincial governments have as a matter of practice from time to time actually interfered with the import or export trade, and it is also from time to time the case that the central Government has interfered with the local fiscal regulations, but that in each case has been a mere matter of momentary consideration when one or the other has found itself for the instant the

more powerful; and when the normal conditions have been restored each has returned to its ordinary practice. Hitherto the efforts to have the illegal duties rectified have been confined to having recourse to the central Government; and it has been supposed that the promise of that Government to redress the wrong has been sufficient. It is quite possible that the Government itself has believed that it had this power, but it is hardly conceivable that it was not perfectly well aware from previous experience that such powers were beyond its ability; at all events it has left it, when the evil became excessive, to the powers concerned to bring such pressure as they could on the provincials, and this the powers did not feel disposed to do. Such is the present condition of the affair, and it has become self-evident on the face of it that the new proposal to throw on the Central Government, in return for any concession of duty, the obligation of coercing the provinces, must in the present as in the past prove equally ineffective, and only result in the same failure as before. The independence of the provinces of the central Government is still more plainly shown in the differences between the methods adopted by the provinces themselves. While in the southern, and to a less extent in the central provinces, the *lekin* system has strangled or almost strangled the circulation of goods, until lately *lekin* did not exist in the more northern provinces, or where it did exist was only found in a modified form. Unluckily the mistaken action of the British Government has called attention to this fact, with the result of the introduction of the tax in localities where hitherto it was unknown. Still more mischievous would be the effect of Sir JAMES MACKAY's new measure—for the sake of compromising the *lekin* in provinces where it is already a burden, he would make it in fact universal with the result that Peking would take advantage of the new levy still further to pile up its demands on the provinces in consideration of their extra ability to pay, so that while in no respect easing the burdens of the provincials, it would afford means for still further extravagances on the part of the Court; and all this would be done at the expense of the foreign, and especially British, trade with China.

Now, as we have before said, our words are not to be taken as an acceptance of the principle of *lekin*, but we think there are other ways to bring about a provincial revenue without the wasteful extravagance of the present system. The evil of the present practice is not so much that it brings in a substantial amount to the provinces as that it is so enormously expensive in collection that it imposes an enormous burden on trade altogether out of proportion to the revenue actually paid into the treasuries. As conducted at present, the collection is practically put up to auction, so that the farmer of each petty district has no interest in benefitting his neighbour across the frontier line. This practise emphasises its worst fault, and that is its accumulative nature. This, it is easy to see, is really no benefit to the province at large, and actually reduces the next collection. If, instead of seeking by impracticable means through the Imperial Government at Peking to abolish a system which as far as that Government is concerned is perfectly constitutional, we endeavoured to come to some understanding with the provinces whereby in each the whole collection could be consolidated, we should be conferring a benefit, not merely on foreign trade, but on the revenues of the provinces

themselves. We believe that the great viceroys are themselves aware of this fact, and would gladly adopt such a course but for two reasons, one of which, it seems, we have the means of putting an end to. Here as elsewhere in China, the fiscal system is bad, not so much intentionally as from a want of knowledge as well as of a trained staff. The first we can supply, and we believe it would be gratefully received, the second also the provinces would welcome, if it were independent of Peking. This is really the great difficulty. So intense is the distrust of the Court, that the dread of exposing their financial secrets is really the great bugbear standing in the way. Above all, the Imperial Maritime Customs as an emanation of the Peking Government is in the last degree distasteful in the provinces, and it is the essential weakness of all these schemes proposed that they too evidently proceed from this hostile source. All these things conspire together to render impossible by any means short of a general revolution any of the means proposed, and of these we have no hesitation in classing that attributed to Sir JAMES MACKAY as essentially the worst of all.

CHINA'S TRADE IN 1901.

(Daily Press, 26th March.)

The report on the trade of China, in 1901 by Mr. F. E. TAYLOR, the Statistical Secretary of the Maritime Customs, has been issued at Shanghai. Mr. TAYLOR commences by calling attention to the fulfilment of his prediction last year, that with the restoration of peace trade would rapidly recover from the depression caused by the deplorable events of 1900. This anticipation has been verified even sooner than was to be expected, he says, for during a great portion of 1901 conditions were not at all favourable to recovery. Military operations were still continuing in the North at the beginning of the year, and the disturbed state of Manchuria throughout and the Yangtze floods much impeded the export trade. In spite of these drawbacks, however, the year was a good one for foreign trade, especially as regards imports, and the total estimated value of imports and exports was Hk. Tls. 437,959,675, higher than any other year except 1899. The increase of the tariff to an effective five per cent. *ad valorem*, which came into effect on the 11th November last, helped no doubt to swell the revenue, but there was not time for it to make very much difference. There was no rush of imports to escape the increased duty, except at one or two of the southern ports, and the trade was thoroughly healthy. The total revenue for the year was Hk. Tls. 25,537,574, which has only been exceeded by the record collection of Hk. Tls. 26,661,460 in 1899, and was about three millions in excess of the average of the last decade. Mr. TAYLOR says: "It was to be expected that the figures would compare favourably with those for 1900, but even when compared with 1899 we find increases under Import Duties, Coast Trade Duty, Tonnage Dues, and Transit Dues. There was a falling off in Export Duty and in Opium Duty and *Leikin*; the former is of no significance, as it was due to exceptional circumstances. With the additional Import Duties, and the opening up of so much country by railways, it seems not unreasonable to hope that the collection during 1902 may not fall far short of thirty millions of taels."

Mr. TAYLOR dwells on the subject of railways, which are destined to play so important a part in the future history of China.

At the end of 1900, he tells us, the Shantung railway had nearly 100 miles completed; the Imperial Railways of North China, 540 miles; the Shanghai-Woosung railway, 11 miles; the Lu-Han railway, from Peking to Chengtingfu, about 160 miles, and northward from Hankow, about 105 miles. The future depends very much on an increase in the export trade (in which railways will play their part) and on the course of exchange. "Heavy taxation to pay indemnities will to that extent diminish the purchasing power of the people," Mr. TAYLOR says, "and unless exports are stimulated, silver must be exported or imports must decline." Last year the value of imports exceeded the value of exports by Hk. Tls. 49,916,706, and, for the first time for many years, there was a net export of silver to the value of Hk. Tls. 6,097,802. As the explanation why more silver was not exported to pay for the difference between imports and exports, Mr. TAYLOR gives the fact that an unusually large proportion of imports came in during the last three months and were not paid for when the year closed, and also that China never has to pay for part of the goods received. "Remittances from Chinese emigrants abroad, contributions to missionary societies, expenditure on foreign troops and officials, expenses of exploitation by sundry syndicates and of railway construction with foreign capital, as well as value in China's favour of the frontier trade across the Russian border and into Tibet, would probably be found to cover the difference, as well as providing for other obligations." The net value of gold exported, amounting to Hk. Tls. 6,635,313, must also be taken into consideration, it is pointed out. The principal fact to bear in mind, however, would seem to be that in 1901 the Chinese, in spite of their difficulties, were able to spend twice as much silver on foreign goods as they did in 1891.

Into the details of the export and import trade we do not propose to enter now; we may have an opportunity of doing so on another occasion. We may note, however, that the Statistical Secretary points out that the progress of the export trade during the coming years will be watched with keen attention, as upon it depends the country's solvency. The indemnities agreed upon under the Peace Protocol demand additional payments amounting to Hk. Tls. 18,000,000 each year, which can be met by an increase of $10\frac{1}{2}$ per cent. on the export figures for the year under review—an increase which is perfectly possible, but which is bound to be checked by a continuance of the carelessness and actual dishonesty often manifested by the native producers at present.

In conclusion we will draw attention to Mr. TAYLOR's figures under the head of shipping, from which it appears that the total tonnage employed in the foreign trade, entries and clearances, was 48,416,000 tons; and of this total Great Britain contributed 54 per cent., Germany 16 per cent., China 13 per cent., Japan 11 per cent., America 2 per cent., Russia 1 per cent., and all other flags 1 per cent.

The *Singapore Free Press* of the 15th ult. says:—We regret to hear that a telegram has been received in Singapore announcing the death of Dr. Manson, son of Sir Patrick Manson, who passed through Singapore a fortnight ago for Christmas Island, where he was going to study beri-beri. The cause of death was a gun accident. All who met Dr. Manson during his recent brief stay here will be grieved at this sudden extinction of so promising a career, and the far too premature close to the life of so genial and capable a young man.

HONGKONG AS THE TRANSMITTER OF DISEASE.

(Daily Press, 24th March.)

The news of the sudden outbreak of cholera in Manila during the 21st–22nd instant will no doubt be received with some surprise, seeing that it was only on the 17th instant that the Colonial Secretary made public a telegram received that day from the British Consul at Manila to the effect:—"Quarantine imposed Hongkong vessels to complete five days from date of departure." Furthermore, we learnt from the *Manila Times* that the reason for the imposition of this quarantine was the prevalence of cholera at this port. Our contemporary admitted that the cases here reported are not numerous, but rightly pointed to the constant influx of Chinese from Canton, where, as we know, the native city at least is suffering severely. Now Manila has to face the unwelcome fact of ten suspected cases and seven deaths from cholera during a period of thirty-six hours, so that there can be no doubt that the disease is in her midst. We must await the arrival of further advices from Manila before we can know whether any or all of the cholera cases were imported from Hongkong. If so we shall get another aid to our unpleasant notoriety as the disseminator of disease. One obvious fact stands out with regard to this reputation which we have acquired, and that is that Hongkong has not been the originator of epidemics but the transmitter. Our first outbreak of plague was traced to Canton or its neighbourhood; the present cholera was imported first from Canton; it will probably be found that in all cases Canton or the adjacent Chinese mainland has implanted in this island the seeds of disease which have been nourished here and propagated through neighbouring ports. The question is whether there is any means of checking the present free influx of disease into the Colony. Professor SIMPSON in his report published in January with relation to the combating of plague urged the appointment of two assistant surgeons to examine persons coming from and going to Canton and the Chinese mainland. The Sanitary Board at its meeting on the 28th January struck out the request for these two assistant surgeons, and Professor SIMPSON's recommendations were approved with this important omission. We expressed our opinion at the time of the unwisdom of the Sanitary Board's action in rejecting the expert's advice, backed up as it was by the qualified support of the Medical Officer of Health. It seems more than ever impossible, with the constant accusations brought against the Colony of spreading terrible diseases, that a state of affairs can continue whereby there is permitted all the year round a steady inflow, absolutely unchecked by medical supervision, of hordes of natives, all of whom are potential pest-carriers. The damage to human life and to the trade and prosperity of the port is too serious to be neglected as it has been in the past. The opponents of medical inspection are taking upon themselves a very grave responsibility indeed when they veto all schemes aiming at preventing the monstrous injury at present done to Hongkong and through Hongkong to many other ports in the Far East by the importation into the Colony of the worst scourges known to mankind.

The Canton River steamer *Tai On* ran down a fishing junk in the harbour on Wednesday morning, cutting it in two. The occupants were thrown into the water, but were rescued by a police pinnace.

THE NEW AGREEMENT AND THE BALANCE OF NAVAL POWER.

(Daily Press, 25th March.)

A service journal draws attention to the strictly naval point of view on the Anglo-Japanese Agreement, with special reference to the fact that prior to the existence of the compact becoming known Russia had determined in the course of the current year to fit out eighteen warships for her foreign stations, of which fourteen, including battleships, armoured and light cruisers, are for the Far East. One Russian turret-ship, the very powerful *Peresviet*, is already on her way up from Colombo to the North. Such a large reinforcement of the Russian squadron, even allowing for the recent withdrawal to Europe of a small section of the Russian East Asiatic fleet, would have made a vast difference to the balance of power in these waters, already none too favourable to Great Britain. The new Agreement, however, sets against the Russian increase six more battleships, six armoured cruisers of the first class and newest design, and sixteen other cruisers, not to mention the minor items of the Japanese fleet. The same service paper to which we referred above points out that the allied naval force of Britain and Japan in these waters is only rivalled as an unit by the combined Mediterranean, Channel, and Cruiser squadrons. There is of course the question to be considered whether the present strength of the British fleet here—no less than fifty pennants—will be maintained much longer. Twelve years ago we had on this station one battleship of the third-class, some second-class cruisers, and about a dozen gunboats. The numbers have gone up ever since, and the advent of serious trouble in China led to a very large increase, yet not sufficient to prevent the combined Russian and French squadron outnumbering ours at the height of the crisis. Recently our preponderance was restored by withdrawals from the other fleets, but the exertions of Russia to strengthen then her naval position during this year would have defied our competition but for the conclusion of the Anglo-Japanese Agreement. This union of the Island Powers puts out of question any possibility of the recurrence of a situation where the balance of power is distinctly against us. The treaty, it is true, is only for a period of five years, but it is not to be supposed that so important a departure in policy will be merely temporary. Both Britain and Japan are vitally interested in the maintenance of peace in the Far East, which, it is generally recognised, is guaranteed by this Agreement. Whereas up to now we have had constantly to increase our naval strength out here at the expense of our other squadrons, we should now, with the Japanese fleet to co-operate with ours in case of need in the China Seas, be able safely to withdraw some of our armoured vessels hence if they were necessary for the protection of our interests elsewhere.

L'Echo de Chine of the 17th inst. says that at the theatre at Vladivostok the public gave an ovation to Colonel Marchand and the two officers who accompanied him. The orchestra played repeatedly the "Marseillaise" and the Russian national hymn.

Mr. Acting Consul Carey, in dealing with the trade of Szamao and Mengtze in 1900, remarks that the statements as to the unparalleled resources and richness of Yunnan are palpable exaggerations. Nor does he think highly of the prospects of the Haiphong-Yunnanfu railway, which he does not expect to pay its expenses for many years to come, as the rates schedule put forward will not offer much inducement for freight traffic.

CHOLERA IN MANILA.

[FROM OUR CORRESPONDENT.]

MANILA, 22nd March, 10.41 a.m.
Ten suspected cases and seven deaths from cholera have been reported here within the past thirty-six hours. The Board of Health is carrying on a vigorous campaign, closing up all the wells and cisterns, distributing distilled water free of charge, and temporarily stopping communication between Manila and the provinces. The local sanitary conditions are the best since the occupation of the town by the United States, and the authorities are confident of being able to check the spread of the disease.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 25th inst. in the Council Chamber. Present:—

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, Major-General Sir W. GASCOIGNE, K.C.M.G. (Commanding the Troops).

Hon. J. H. STEWART LOCKHART, C.M.G. (Colonial Secretary).

Hon. W. M. GOODMAN, K.C. (Attorney-General).

Hon. Commander R. M. RUMSEY, R.N. (Harbour Master).

Hon. A. M. THOMSON (Colonial Treasurer).

Hon. W. CHATHAM (Director of Public Works).

Hon. A. W. BREWIN (Registrar-General).

Hon. T. H. WHITEHEAD.

Hon. J. THURBURN.

Hon. J. J. BELL IRVING.

Hon. Dr. HO KAI.

Hon. WEI A YUK.

Mr. R. F. JOHNSTON (Acting Clerk of Councils).

DR. HO KAI'S REAPPOINTMENT.

HIS EXCELLENCY—Attorney-General, I wish to ask if you consider it necessary that Dr. Ho Kai who has been re-appointed a member of Council for other six years, should be re-sworn at this meeting?

The ATTORNEY GENERAL—I consider, Your Excellency, that such a proceeding is necessary under Section 8 of the Promissory Oaths Ordinance of 1869 (No. 4 of 1869). In the course of the meeting Dr. Ho Kai should take the oath.

At a later stage, the oath was formally administered to Dr. Ho Kai.

PAPERS.

The COLONIAL SECRETARY laid on the table the Report on the Police and on Crime for the year 1901, and the Report of the Director of the Observatory for the year 1901.

FINANCIAL.

The COLONIAL SECRETARY laid on the table Financial Minute (No. 9) and moved that it be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

The COLONIAL SECRETARY laid on the table the Report of the Finance Committee (No. 2), and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

PUBLIC WORKS COMMITTEE.

The DIRECTOR OF PUBLIC WORKS submitted the Report of the Public Works Committee (No. 1), which was as follows:—The Chairman read several letters from Mr. Labington, Mr. Skelton, and others, requesting that nullahs in the neighbourhood of the houses which they occupied should be trained. He also submitted a small general plan of the City, showing the nullahs which remained to be trained near dwelling-houses, and an estimate of the cost of the work, amounting in all to \$28,300. It was unanimously agreed to recommend that the work should be undertaken as early as possible, commencing with the streams in the neighbourhood of the Richmond Road and Macdonnell Road properties, and that a vote should be obtained for whatever sum could be expended by the Public Works Department during the year.

VOLUNTEERS AT THE CORONATION.

HIS EXCELLENCY—Gentlemen, I received

some days ago the following telegram from the Secretary of State:—"His Majesty's Government hope to see the Colonies represented at the Coronation by local forces, as at the Jubilee, 1897. If you concur, His Majesty's Government will be prepared to receive from Hongkong any number not exceeding 75 of all arms. Selection left to yourself. Quarters for officers and quarters and rations for non-commissioned officers and men provided for about one month from date of arrival. Passage and all other expenses to be defrayed by the Colony. Officers must be limited to proportion of three per 100 men. There must be no unattached or supernumerary officers. I shall be glad to learn probable number and other details at your earliest convenience." When I received this telegram, gentlemen, I formed the opinion in my own mind that if any contingent were sent from Hongkong, certainly the honour should devolve upon those, like the Volunteers, who give their time and services, and indeed in many cases their money, free gratis to the Colony; but in all such matters I felt that I must go on the advice of those who have far more experience than myself, and so I determined to consult the Executive Council on the subject, but before doing so I was obliged to find out first whether there would be a possibility of a sufficient number of Volunteers who would be ready and willing and able to get leave to go. Well, I received an answer from the Officer Commanding the Hongkong Volunteers, saying there would be a sufficiency of men able and willing to go, and desirous of going, and I then laid the matter before the Executive Council; and I am glad to say that they unanimously agreed that the Hongkong Volunteers, on the grounds I have formerly stated, that they give their services to the Colony free, should have the priority of claim. As this involves a considerable expenditure of money, I now come to you to-day, gentlemen, and ask if you also endorse the opinion already expressed.

There being no indication of a contrary opinion.

HIS EXCELLENCY continued—I conclude, gentlemen, that you are all agreeable to that. That being so, I would like to take this public opportunity of saying that I trust employers will see their way to afford all facilities to deserving men in their employment who are also Volunteers, to enable them to go; and I think that if this statement can be considered sufficient by employers of labour I should be glad, because it would be a little difficult for me to send out circulars to all employers of labour on the subject. Of course we shall lay before you—I regret to say that in spite of my endeavours I am unable to do so at present—the details of the expenditure present, but these I am endeavouring to get as soon as possible. There is also another thing. There is a certain number of officers, non-commissioned officers and men—as I say, a sufficiency of names here put down of men hoping to be able to get away and willing to do so; but in addition to them there is a number of officers (rather a large number of officers) and men who will be in England, or are in England at this moment, who are anxious to take part with their own units in the Coronation ceremonies. They made the generous offer that they would take part in the ceremonies free, as it were, giving no expense to the Colony, with the sole stipulation that they thought they should have their railway fares from their homes paid to and from London; and that in the case of the officers there should be a subsistence for the days they are detained in London. With regard to the matter, as you observe, the officers must be limited to a proportion of three per 100 men and there must be no unattached or supernumerary officers. Well, these officers are neither unattached nor supernumerary, but I know from former experience in Canada that the number of officers turning up with a small body of men created a good deal of confusion; and therefore before I could allow these officers and men who are in England to take part in it I shall have to get the approval of the Secretary of State; but I feel quite confident, gentlemen, that you would wish that the contingent sent from Hongkong should be sent in such a way so to reflect credit on this great Colony. (Applause.)

SUMMONING OF CHINESE ORDINANCE.

The ATTORNEY-GENERAL made the following

motion as to Ordinance No. 40 of 1819:—"Whereas by section 5 of 'The Summoning of Chinese Ordinance 1899' (No. 40 of 1899) it was enacted that the said Ordinance should only continue in operation for the period of two years from the coming into operation of the said Ordinance and for such further period or periods as might, from time to time, be determined by Resolution of the Legislative Council, and whereas such operation has been continued by Resolution of this Council till the 30th day of March, 1902 (inclusive): It is hereby resolved by this Council that 'The Summoning of Chinese Ordinance, 1899,' shall be further continued in operation for the further period of two years from the 31st day of March, 1902, (inclusive). He said—I may say that on 28th December last this Council extended the operation of this Ordinance for three months from 30th December, in order to enable the Registrar-General's report to be considered and that time might be afforded for full consideration as to whether the Ordinance should be extended or not. The report of the Registrar-General was sent to the Secretary of State, and he has sent a despatch saying that he approves of the proposal that it should be extended for a further period of two years from 30th March inclusive. In these circumstances, I move that that the Ordinance be extended for the period mentioned. I may say that there have been no complaints in regard to the working of it, that the working has been very carefully conducted and will be very carefully conducted in the future.

The REGISTRAR-GENERAL seconded, and the motion was agreed to.

NATURALISATION ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled An Ordinance for the Naturalisation of Chu Ship Chun, alias Chu Le, alias Chu Man Tin, alias Chu K'au Mei.

The COLONIAL SECRETARY seconded, and the motion was agreed to.

The Council then went into Committee on the Bill, and considered it clause by clause.

On the Council resuming.

The Bill was read a third time and passed, on the motion of the ATTORNEY-GENERAL, seconded by the COLONIAL SECRETARY.

The Council adjourned *sine die*.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council, the Colonial Secretary (Hon. J. H. Stewart Lockhart, C.M.G.) presiding.

WATERING OF STREETS.

The Officer Administering the Government recommended the Council to vote a sum of \$7,500 in aid of the vote of \$2,400, "Watering Streets", Sanitary Department.

The CHAIRMAN—With regard to this recommendation, no doubt the Committee would like to have some explanation of this increase in the vote, and I do not think I can give a more lucid explanation than that contained in a letter from the Secretary of the Sanitary Board, which I shall read. The letter says:—"The vote 'Watering Streets' is exhausted and a supplementary vote for \$7,500 is required to meet the expenditure under this head during the remaining portion of the current year. In explanation of the early expenditure of the original vote of \$2,400 I beg to add that the amount of this vote has been insufficient for several years past, but no addition was made to it when the estimates were under consideration, as the use of water-carts was then being discussed, and it was uncertain what effect the use of the water-carts would have on the expenditure. The water-carts were first used in August, 1901, and increased the expenditure to such an extent that a supplementary vote of \$1,800 was taken in October, 1901, in aid of the 'Watering Street' vote, but owing to the fact that the coolies engaged in watering the streets worked eight hours a day and were paid thirty cents instead of twenty cents a day from October 1st, 1901, the expenditure under this heading could not be met, and a December bill of \$306 was paid in January and consequently out of the vote of \$2,400 for the current year. I attach a statement giving full details of the expenditure during 1901 and 1902 up to date; and it will be noticed that owing to the fact

that only 1.89 in. of rain has fallen during November, December and January, the expenditure incurred for watering streets has been unusually heavy."

On the motion of the CHAIRMAN, the recommendation was approved.

This was all the business.

HONGKONG GENERAL CHAMBER OF COMMERCE.

ANNUAL MEETING.

The annual meeting of the Hongkong General Chamber of Commerce was held on Monday afternoon, the 24th March, in the Chamber Room, City Hall. Sir Thomas Jackson (Chairman) presided, and others present were—Messrs. C. S. Sharp (Vice-Chairman), A. Haupt, E. A. Hewett, Hon. J. J. Bell Irving, Messrs. W. Poate, R. L. Richardson, N. A. Siebs, H. E. Tomkins, Hon. T. H. Whitehead (*ex-officio*) (General Committee); Mr. R. C. Wilcox (Secretary), Messrs. H. P. White, D. Moses, Ho Fook, G. W. F. Playfair, Hon. J. Thurburn, Messrs. G. H. Medhurst, E. Osborne, A. J. Raymond, E. W. Rutter, Geo. L. Tomlin, M. Stewart, H. W. Slade, S. G. Setna, J. R. Michal, G. T. Veitoh, J. Barton, P. Von der Pfordten, T. Hodsumi, C. W. Dickson, A. Ross, J. W. Ross Taylor, E. Goetz, G. H. Dann, and N. G. Evans.

The SECRETARY having read the notice calling the meeting.

The minutes of last meeting were confirmed.

SIR THOMAS JACKSON said—Gentlemen, as the report of the Committee and the Secretary's accounts for the year 1901 have been in your hands for the past week, I propose with your leave and following the usual custom to take them as read. The report of the Committee deals pretty fully with the principal subjects which have engaged our attention during the past year, some of which call for little comment from me. The year 1901 was rendered commercially important by the signing at Peking of the Protocol embodying the terms of peace on the 7th of September. The facts are too fresh in your memories to need recapitulation. The details of the new tariff are now being negotiated, and the special Commissioner (Sir James Mackay) has made a proposal for the abolition of *lekin* which has raised considerable controversy in the north of China. It will be remembered that my predecessor in this chair (Mr. R. M. Gray) referring to the settlement of the terms of peace said in the course of his remarks at the last annual meeting:—"When it comes to actual settlement there is reason to hope that the terms will include the arrangement of all outstanding questions, claims and grievances, the removal of all illegal duties on imports, the abolition of injurious monopolies, and cessation from the continual harassment of trade by squeezing Mandarins. Foremost among these we look to, and must press for, the abolition of *lekin* and the various exactions levied on Foreign goods after leaving the treaty port; what we have specially to contend for is the imposition of one duty on landing, which will frank the goods to any portion of the interior." Now, gentlemen, what I understand Sir James Mackay to have proposed is this: That in consideration of the Chinese Government undertaking to abolish entirely all internal taxation whether imperial, provincial, local or municipal, on all merchandise, foreign or native, whether for import, export, or internal consumption (salt and native opium alone excepted) and to remove all *lekin* and other barriers except those required for the two excepted articles, the import duties be raised to 15 per cent. by a surtax of 10 % in lieu of the present half duty which franks imports whilst under transit passes. The British Government to reserve to itself the right to cancel this arrangement, and revert to the now existing conditions should the Chinese Government fail to carry out the stipulations of the Agreement. With the broad principle of this proposal I think most of us will agree; the chief points of divergence likely to arise, I imagine, are as to the amount of the proposed increase of tariff and the guarantees the Chinese Government can give for the faithful performance of the Agreement, and of their actual ability to enforce the abolition of these internal taxes. We ought

to be quite sure that *lekin* will not revive under another designation. A tax by any other name would taste as sweet to the Mandarin. But, gentlemen, I have a strong belief in the far-reaching power of the Chinese Imperial Government. That Government has long hands, and can stretch them out to the remotest province of the Empire when it serves its interest to do so. Proof of this is to be found in the fact that no Viceroy however powerful has ever dared long to resist an Imperial mandate, and the comparative ease with which, since the acquisition of gunboats and arms of precision, rebellions have been put down. Gentlemen, it will now best serve the purpose of the Chinese Government to keep faith, in fact it is vital to them. They must pay the indemnities, and it will tax their resources to the utmost to do so. It is only necessary for me to show you how essential it is for the Chinese Government to foster trade to the great benefit of their resources. When the indemnities were settled the tael stood in Shanghai at an exchange of 2/7½ T.T. To-day the quotation is 2/5½ and the difference entailed by this alone to the Chinese Government represents a very large amount. This money (also their other large requirements for principal and interest on former loans) must be raised; but how? By increasing the volume of foreign trade, by freeing exports of the duties that handicap them, and thus give a needed stimulus to production. I believe that this result may be arrived at, and though I recognise the force of the argument that the British nation as the one most largely interested in the China trade would be the principal contributor of the increased import duties, yet in the long run they would be repaid by the increase of trade that would follow. It is because I entertain this belief I personally am in favour of the principle of Sir James Mackay's proposal. I am of opinion the more it is considered the more it will commend itself to all engaged in commerce here. I do not wish to commit the Chamber to a definite expression of opinion, I merely give you my own views. I want to see progress but it must be retarded until you get inland taxes on trade removed. It seems to me that a great opportunity has now occurred to procure their abolition, and that it should be availed of even at the cost of a higher direct import duty. The much vexed question of the preferential duties accorded by the Hoppo or Superintendent of Native Customs at Canton to junk-borne cargo has come to an end, their collection having been handed over to the Imperial Maritime Customs. This grievance has been for many years agitated by the Chamber, but without success, the Chinese Government always demanding proofs which owing to the timidity of the Chinese shippers were never forthcoming. In a circular issued recently by the Matting Guild at Canton they openly state that now the native Customs are collected by the Imperial Maritime Customs to advantage is to be gained by shipping in junks—the inference is obvious. Of local matters dealt with by the Chamber during the past year success has in some cases crowned the efforts of your Committee to inaugurate changes or resist innovation, but sometimes it has been otherwise; thus in the matter of the amendment of the Merchant Shipping Consolidation Ordinance, what we thought a reasonable amendment was at the suggestion of the Committee moved in Council by the Chamber's representative, having for its object to relieve the steamship owners of the responsibility for expense incurred through the removal and treatment ashore of passengers who may be taken ill on board. A petition has in consequence been addressed to the Secretary of State praying that this section of the Ordinance may be disallowed. The Government have established a new monopoly in the Colony, in the shape of a farm to collect ashes from the ships, which the Chamber very strongly disapproved of. The principle is radically unsound and is very likely to lead to abuses. The recurrent disputes to steamers entering or leaving the port through the objectionable practice of junks trying to cross their bows induced the Committee to make a suggestion to the Government for the better regulation of such craft either by laying down new rules or by throwing on the junks the responsibility of keeping out of the way of incoming or outgoing steamers. The Government

after considering the matter decided not to make any change in the existing regulations. The recommendation of the Chamber for the appointment of a second Health Officer, and for these officials to devote their whole time to the duties of the post, was met by the Government with approval, the serious consequences of unnecessary delays to steamers being fully recognised. It is I may say a maxim of the Chamber not to interfere if it can be avoided in domestic legislation or any question relating to politics. The protection of trade is our province, and like the cobbler, we should stick to our last. But there are occasions when matters connected with the local administration are so bound up with the interests of trade, that it becomes our duty as well as our right to draw attention to them. The epidemic of plague was last year so serious, and its effect upon trade so considerable, that your Committee addressed the Government urging the adoption of rigorous measures to stop the ravages of the disease and to safeguard the future as far as possible. The whole subject of the sanitation of the Colony was warmly taken up at the time, and still fully engages the attention of the authorities, let us hope with the very best results. A proposal to register the names of the partners in Chinese *hongs*, which has at various times been strongly advocated, has recently been under consideration. The Committee appointed by the Governor in March, 1901, made their report in September last, and declared as the result of their enquiry that registration was impracticable, because of the difficulty of getting the true names of the partners, the expense that would be entailed, and the probability that such legislation would tend to drive capital away, rather than attract it to the Colony. The subject had never been so thoroughly threshed out before and the difficulties in the way had hitherto perhaps not been sufficiently appreciated. During the year no step has been taken by the Telegraph Companies to reduce the tariff for messages between the Far East and Europe, though the rate between Europe and India was reduced on the first of this month to 2s. 6d. per word, and 1s. per word for Press messages. This unfair discrimination between India and the Far East is probably due to the influence of the Great Northern Company in the partnership here. Whatever the cause may be the fact remains that we are being most illiberally dealt with, and it naturally inclines us to favour the scheme put forward by the Ottawa Board of Trade for direct connection throughout the world by State-owned cables under the control of the Post Office. The monopoly enjoyed by the Joint Telegraph Companies will not last much longer, for the projected cables across the Pacific will soon give us a choice of routes. The excuse put forward for the delay in reducing rates in the Far East is the postponement of the Telegraph Conference, but this has not proved an impediment to the reduction of the rate to India, and I fail to see how it should affect us here. The Chinese Imperial Customs report for 1901 shows that the Foreign trade for the year was (with the exception of 1899) larger than for any previous year—a very hopeful feature when we consider the awful trials the North of China has recently passed through, and an index of the increase of trade we may reasonably expect under ordinary circumstances. The Statistical Secretary concludes his report with the following words, *vis.*:—"The principal fact to bear in mind however would seem to be that the Chinese in spite of their difficulties were able to spend twice as much silver on foreign goods as they did in 1891." Coming nearer home I think we can claim that 1901 was a prosperous year for Hongkong, tempered probably by a little over-speculation in land and stocks. Still amidst the ups and downs we have had to contend with I think I may fairly record the word—Progress. I think I have touched upon the principal items dealt with in the report. You will readily believe that the Committee has had ample subjects to occupy its attention during the year. The Committee has undergone less change than usual since it was elected; you will have to elect a new Committee to-day. Our membership has I am glad to say further increased. We have to regret the death of Messrs. Francis and

Robinson, whose absence from among us will be much missed in meetings of the Chamber. Gentlemen, unlike the schoolboy, I have not kept the sweetest bite for the last; on the contrary it is the only bitter morsel of the feast, viz., the resignation of our Secretary. I personally am deeply indebted to Mr. Wilcox for the efficient way in which he has conducted the business of the Chamber during my chairmanship. My predecessors in the chair I am sure would echo these sentiments if they were here to do it. It will be extremely difficult to replace Mr. Wilcox: he deserves the heartiest thanks of every member of the Chamber. (Applause.) I now beg to formally move the adoption of the report and accounts.

Mr. H. W. SLADE—I beg to second the motion. The report that has been put before us and the speech we have just had from the Chairman have shown us all the many topics and very difficult questions which came before the Chamber during the past year, and I do not think I need say anything particular about any particular subject. All I wish to do is to congratulate the Committee on the very careful and able way in which they have attended to the interests of the mercantile community of Hongkong. There is one matter which our Chairman mentioned to us, namely, the matter of the new duties imposed under the new treaty. This is a most important matter, and a matter which needs very careful consideration before can say anything definite upon it, and until full details as to what the terms of the proposed treaty are going actually to be, it is very difficult to form a conclusive opinion. But it seems to me, however, that the idea of a fixed charge on all imports is a right idea, providing that the promises of the Chinese Government as to the abolition of *lekin* and other internal charges are really carried out. You will all have noticed the remarks of the Chairman regarding Mr. Wilcox leaving the secretaryship of the Chamber. His duties have been done most heartily for the welfare of the Committee and all of us as well, and I am sure we shall feel his worth even more when we come to try to find a successor to take his place. (Applause.) There is just one more point I wish to touch upon. I am sorry to say that we shall in the next year lose our Chairman. I am sure I need say nothing to you about his worth or anything of that kind. It is all known to everyone, and I think no man will leave Hongkong whose place is more difficult to fill in the future than Sir Thomas Jackson. (Applause.) I beg to second the adoption of the report and accounts.

Hon. T. H. WHITEHEAD—Before this motion is put to the meeting I would like to make a few remarks in connection with one subject only, and that is the question of the revision of tariff; and its importance justifies me in asking you to listen to me for a few minutes. The Agreement between Great Britain and Japan of 30th January, 1902, substantially guarantees the integrity and the independence of the Chinese and Korean Empires and that all nations shall within the limits of the Chinese Empire and in the adjoining regions be afforded equal opportunities for the development of their commerce and industry. The object of the alliance is the maintenance of the "open door" in China. With this object the American Government has expressed distinct approval. The Agreement makes for the preservation of peace for the next five years at least. Trade has thereby been made safer, and 'tis not unreasonable to expect that it will become more extensive. But for the development of commerce, fiscal reform throughout the provinces of China is necessary. The effective abolition of *lekin* and every other form of taxation on trade would open in reality China's internal waterways to steam navigation and immediately bring about an immense expansion in the export trade. Against the total abolition of *lekin* and all taxation on exports and imports the British Government should concede to China a substantial increase in the tariff now in force on imports under treaty. But any increase in the import duty should be granted on one condition only, viz., that *lekin* and every other tax or charge of whatever nature now levied on trade should be abolished. The payment of the one increased import duty in substitution of *lekin* and of every and all other taxation on merchandise, to be fixed in a new treaty,

should be definite and final. The one single payment should allow all merchandise to be moved, shipped and transported throughout the whole of China and her dependencies, including Manchuria, that is, from any one part of China to any other part, however remote—without further charge of any kind whatever, and the payment of the increased tariff should exempt merchandise from any taxation after its arrival at destination. It should be definitely arranged beforehand that the revenue from the increased tariff shall be divided proportionately between the Central and the Provincial Governments. This is most important because when *lekin* and other taxation are abolished it is essential that the Provincial officials should have the requisite revenue to carry on the administration of the Provinces. The new treaty should contain a stipulation that the increased tariff shall be collected and administered by the Imperial Maritime Customs. This department has rendered the most invaluable service to the Central Government and to foreign trade ever since it was established in 1859. The fact of the new increased tariff being collected by the Imperial Maritime Customs or some other department organised on a similar footing would be a guarantee that the money would be honestly administered. The Imperial Maritime Customs is the only department of the Chinese administration conducted on efficient business lines and in its ranks there is the nucleus of the very best material for the ultimate formation of a Civil Service for the Chinese Empire. The time is most opportune for insisting upon the abolition of *lekin* and inland taxation on trade as well as upon the actual opening-up of the inland waterways of China to steam navigation on equal terms to all nations. Great Britain can do more to help in these matters than any other Power, and she still enjoys by far the largest share of the trade. The removal of *lekin* would give freedom of trade to all countries in the largest unopened markets in the world, and the reform could not fail to bring about a great general expansion in exports from China. Any expansion in exports would enrich China's industrious and frugal millions, and would enable them to buy increasingly of imports from the outside world's markets. So soon as *lekin* is thoroughly abolished, foreign trade with China will expand almost immeasurably, with substantial advantage to Imperial and Provincial revenues, while the internal and inter-port trade will also increase commensurately. The *North American Review* for January, 1901, contained an article by Sir Robert Hart, "China and her Foreign Trade," in which he dealt with the abolition of *lekin*, transit passes, the revision of tariff, &c., and his views are of the very highest importance. Sir Robert wrote:—"The Tariff requires revision, for since 1860 all values have altered and many new commodities have appeared. Whether it is to remain a five per cent. tariff or be made ten per cent. is a point for negotiators to deal with. The Commission consulted the provincial officials in this connection, and purposed to propose a ten per cent. import duty, plus a five per cent. transit duty, payable simultaneously, coupled with the total abolition of all other taxes on such imports forever after and everywhere, and the Government was to arrange for the equitable division of the amount so realised between the Central and the Provincial Treasuries. As for exports, it was under consideration to retain the five per cent. rate but do away with the right to bring produce from the interior under transit passes, coupled with an undertaking to refund to the exporter at the time of export to a foreign country whatever amounts he had paid on such produce over and above a half tariff rate between the place of purchase and the port of export. Some such arrangement would satisfy the Provincial officials, would efface hostility to the spread of foreign trade, and would also at once do away with the malpractices and abuses connected with the present unpopular transit system. The most important point of all, however, is that which is connected with negotiation. Negotiation concerning commercial matters ought not to be in any degree of the nature of dictation, and it ought to proceed slowly and cautiously, and not only with a perfect knowledge of facts and circumstances, but with a full and friendly consideration for the other party's views and necessities; and in no country is this more

necessary than in China—an empire composed of a score of grand Provinces, each a kingdom in itself, with its own budget and its own system of taxation. What is good and suitable elsewhere is not necessarily so in China, and a negotiator there, to do any matter justice and formulate a workable and useful rule, must put himself in the other's place and see with the other's eyes. Such procedure, in addition to being what justice and common sense demand, would have the additional recommendation and advantage of winning the native negotiator's sympathy and enlisting the Chinese Government's support, and so would secure honest effect for the rules agreed on." The expansion of China's exports has become absolutely imperative inasmuch as China's Foreign gold indebtedness has been and is being gradually largely increased through the continuous serious decline in the gold price of silver. As an evidence I need but refer to the indemnity of 450 million taels in respect of the troubles in North China during 1900. When that indemnity was agreed to in 1901 the Haikwan Tael was equal to about 3/- say three shillings. To-day in consequence of the depreciation of the gold price of silver the Haikwan Tael is only equal to about 2/8 or a fall of 11%. While the gold price of silver continues on the present level the said indemnity of 450 million taels is increased to about 506 million taels, solely through the decline in the gold price of silver. A decline of every one penny per tael from 3/- means an addition to the indemnity of about 13 to 15 millions taels. Through the decline in the gold price of silver, China has to pay an enormously increased amount in silver in respect of the interest on the indemnity, as the interest is also calculated in gold. The difficulties ahead of the Imperial Chinese Government are of considerable magnitude but with the cordial co-operation of the Viceroy of the various Provinces who acted a most creditable part during the Boxer troubles in 1900, the difficulties are not insurmountable; but in my opinion China's financial salvation lies in largely increased exports. Increased exports can only be accomplished by the effective abolition of *lekin* and all other such levies. (Applause.)

The report and accounts were adopted unanimously.

The CHAIRMAN—The confirmation of the election of the new members is the next business before the meeting. I have pleasure in proposing that the election of the following new members be confirmed:—The Hamburg-Amerika Linie, Messrs. E. Pabney & Co., the China Export, Import & Bank Co., Mr. Ellis Kadoorie, Mr. Fung Wa Chün, Mr. M. S. Sassoon, Mr. C. L. Gorham, the Guaranty Trust Company of New York, the Tai Shing Paper Manufacturing Co., Ltd., and the Russo-Chinese Bank.

Mr. J. R. MICHAEL seconded, and the motion was carried unanimously.

The CHAIRMAN—The next business is the election of the new General Committee. A ballot will be taken, and papers sent round.

Hon. T. H. WHITEHEAD—I would wish to mention to members that our worthy Honorary Secretary, who is retiring from the post, is, I think, eligible for a seat on the Committee, and I think it would be a very graceful and a very proper compliment for the members to elect him to that position. I only make it as a suggestion. His services would be of very great use. (Applause.)

Mr. R. L. RICHARDSON—I beg to state, Mr. Chairman, that I am not standing for the Committee.

A vote was then taken, Messrs. H. P. White and A. Ross acting as scrutineers, and at the conclusion of the counting of the votes,

The CHAIRMAN intimated that the result of the voting was as follows:—Sir T. Jackson, Chairman; Messrs. C. S. Sharp, Vice-Chairman; A. Haupt, E. A. Hewett, Hon. J. J. Bell Irving, Messrs. W. Poate, R. C. Wilcox, N. A. Siebs, and H. E. Tomkins. Of course, as you are aware, added Sir Thomas Jackson, "I will be here only a very short time, but still as I have been Chairman I will continue at your request to act in that capacity during my stay." (Applause.)

Mr. R. C. WILCOX—Mr. Chairman and gentlemen, I beg to return my sincere thanks

to you for the honour you have done me in electing me a member of the Committee, and I am very grateful to Sir Thomas Jackson and to Mr. Slade for the flattering terms in which they referred to my services as Secretary. I only regret that I am not able to continue my services as Secretary. It has given me very great pleasure during the past six years to fulfil those duties, which have always been very pleasurable and satisfactory, especially with the help that has been given me by all the members of the Committee, with whom I have always worked with very great harmony. (Applause.) The proceedings then terminated.

THE HEALTH OF HONGKONG.

During last week eleven cases of cholera were reported in Hongkong, seven of them within the City limits. One victim was an European from the French gunboat *Décidée* (who has now nearly recovered), while one of the Chinese cases was known to be imported from Canton. Ten of the cases ended fatally. Two more Chinese deaths occurred on Monday.

Apart from cholera, the only cases of communicable disease reported in the Colony last week were three of small-pox, all Chinese and all ending in death.

The *Manila Times* says:—It will be a god-send if the rainy season begins early this year in Hongkong, for that city at present is suffering from a drought, and the outbreak of the Asiatic cholera there is attributed to that. If the rains hold off until June, all mortality records will probably be broken. The unfortunate residents of Hongkong have our sympathy. We hope their stricken island community will shortly be deluged by tropical downpours and the usual conditions of health prevail. In the same paper it is announced that seven whites died here from cholera on the 18th instant. So much for the alarmist and the unveracious correspondent!

FAREWELL DINNER TO MR. DAVID GILLIES.

Mr. David Gillies, late Chief Manager of the Hongkong and Whampoa Dock Co., was entertained to a farewell dinner in the Hongkong Hotel on the 22nd inst. by the engineers and shipbuilders of the Colony on the occasion of his departure for home. Mr. William Parlane presided, Mr. W. Ramsay was vice-chairman, and Messrs. D. MacDonald and R. Mitchell officiated as croupiers. The guest of the evening, Mr. D. Gillies, sat on the chairman's right and Mr. R. Shewan on his left. Others present were:—Messrs. A. Ritchie, H. F. Carmichael, J. Wilkie, J. R. Mudie, W. C. Jack, Capt. R. Innes, Capt. G. C. Anderson, Messrs. Wm. Allen, D. E. Brown, W. B. Dixon, Captain Tillett, Messrs. N. Mumford, A. Rodger, W. T. Robertson, W. A. Crake, J. I. Andrew, Geo. A. Caldwell, E. C. Wilks, W. S. Bailey, A. H. Hewitt, W. G. Winterburn, Capt. J. Douglas, Messrs. H. Smith, J. Black, A. Sinclair, W. Wilson, T. Skinner, A. Shaw, Alex. Gordon, and Geo. Grimble.

After an excellent dinner, served in Mr. Haines's best style, the toast-list was entered upon, and "The King" pledged with due honour.

The CHAIRMAN then proposed "Our Guest." He said—Gentlemen, In rising to propose the toast of the evening, our revered and honoured guest, Mr. David Gillies, I feel that an able speaker should have been selected to do justice to the theme, and can only attribute being asked to do so to our very long friendship, and to my white head. In proposing the toast, my memory carries me back some forty years, to the days of my youth, when learning to handle chisel and file in the famous establishment of Messrs. Denny of Dumbarton. Mr. Gillies was then occupying a leading position with that firm, and no name in the Clyde engineering world was better known, or respected, and even now retains its greenness, while admiring fathers still tell their sons of his doing in those long past days, and it requires no "mystical lore" to know that had he remained there, instead of coming to the East, his talent and energy had long years ago made him a partner in the

firm named, or his name would in another be as famed as a Napier, a Denny, an Elder, a Kirk, or a Brock. (Applause.) Memory, then, takes flight to the early seventies, when he was manager of the Whampoa Docks, where often I was amazed at his resource and power of indomitable perseverance in overcoming difficulties, and often under very depressing circumstances. I remember, too, I remember his house on the hill, with its hospitable door ever open alike to the constituents of the Dock Company as to his own friends. I recall many of his assistants, all with one exception, I think now safely across the dark valley. Memory, too, calls up the sweet and regular Sunday evening services held in his house by the late venerable Archdeacon Gray of Canton. We were younger then, and the buds and leaves of our lives had not yet been hardened into wood. (Applause.) In 1873 or '74, I recall him winding up his affairs here, his traps packed and homeward bound, but fate, knowing we had need of him, willed otherwise, and what was undoubtedly his loss, has been our gain. Then I recall the year 1875 and the dark days of the Hongkong and Whampoa Dock Company, when their shares stood at some 40 per cent. discount, and when they were in sad plight, that Mr. William Keswick, the then Chairman of the Company, begged Mr. Gillies to undertake the position of Manager and Secretary of the Company, and this appointment by Mr. Keswick, is, I believe, the greatest and best service that any director has ever done for the Dock Company. To his work day by day through a long cycle of years, building up the prosperity of the Company, to his tenacity of purpose, to his industry and capacity for work, to his ability as an engineer and administrator, to his linguistic accomplishments, to his unflinching courtesy and hospitality to the Dock Company's patrons of whatever nation or tongue, the Company and its present establishment as they hammer to right and to left of us, are abiding monuments—monuments which should retain, for generations to come, the name and fame of our guest of to-night. And here, even if a corporation has no soul, should my words reach the present directors of the Company, I would suggest as a small, yea, a very small, yet not ungraceful tribute to his long and noble services rendered to the Company—services that have never been surpassed and never equalled in this Colony to any corporation or public company, by more than perhaps one other Chief Manager or Secretary—I would suggest, I repeat, that they change the name of their Kowloon establishment to that of the Gillies Docks. (Applause.) This would have the advantage, that it would cost nothing—(laughter)—and that even if he would he could not decline the compliment. (Applause.) But, gentlemen, while we think of him as the wizard who has changed the Dock Company from a puny, sickly nursing, to the strongest and most robust graving dock, shipbuilding and engineering establishment east of Suez we must not forget his share in thus building up the prosperity of Hongkong, and I unhesitatingly assert, that no man has done more to advance the interests of this Colony than he has, for, with the man who, say, founds a hospital, endows a school, aye, or causes two blades of grass to grow where but one grew before, so is he a benefactor of his colony, his country and his kind, who so uses his talents and opportunities as to create industrial employment for five thousand men, where but five hundred were before required; and we need fear no rival in industry, in trade or in commerce while our country produces such men as our guest. (Applause.) Then we are proud of his admirable character as a man. As a captain of industry and as a superior, he has always shown sympathy with the rights of labour, of which honourable fraternity you and I are knights. We speak that we do know, and testify that we have seen, for I served him ten years, and while I trust, served well, I testify he paid well. (Applause.) Then as a friend he has occupied a unique position in all our hearts; his hand, his heart, and his purse have been ever open to help the less fortunate, and to further every good work, whether in education, engineering, science, social advancement, or religion. These and kindred virtues have elevated him to the highest pedestal in

our admiration and esteem, and have deeply graven in our hearts the man David Gillies. (Applause.) Gentlemen, I might go on recounting his virtues, until you might be tempted to cry—What of his vices, hath he none? Well, all I say is that the man without a vice or failing is too good for this world, and that the greatest and best have invariably at least one redeeming vice; but of him, I know of none, unless it be an electric temper which flashes and is gone—(laughter)—the almost invariable companion of energetic, forceful natures and warm hearts, natures impatient of mediocrity and indolence; and which of you would not prefer such a "boss," to one with the cold, cruel smile who never threatens till he strikes; and the true man is he who, with strong self-control can subdue the devil that is in us all and such is our friend and guest. And now in his venerable youth, when he feels justified in transferring the burden of his work here—work which has for so long engrossed him—and retiring to the homeland to enjoy a well-earned competence, gathered during all years—

Not for to hide in in a hedge,
Or for a train attendant,
But for the glorious privilege
Of being independent,—

that condition we are all striving to attain—we, a few of his professional and personal friends, have invited him here to-night, to express our united esteem, and to tender him our sincere admiration and respect, and what more, what better, can we offer? (Applause.) And thus I am brought back to the point from which I started. I have been requested to invite you to fill your glasses, and to drink to the health and happiness of our revered and honoured guest, Mr. David Gillies.

The toast was pledged with all the honours.

Mr. DAVID GILLIES, on rising to reply was warmly received. He said,—Mr. Chairman and Gentlemen, I thank you most sincerely for having proposed the toast of my health in such kind and cordial terms, and likewise for the hearty manner in which you have responded to it. Truly I am deeply sensible of the distinguished honour you have conferred in inviting me to be your guest this evening, but must confess that I am very much at a loss to find words that will adequately give expression to my feelings. Really I am most happy when I look around and see so many familiar faces, being those of friends with whom I have been associated in business for many years, and for whom I entertain the highest regard and esteem; and I am pleased to say our kindly relations of the past but intensify the pleasure and interest I experience in meeting with you to-night; inasmuch as the proceedings of this evening will constitute a felicitous climax to my long career in the Far East, the pleasing recollection of which will never fade from my memory. (Applause.) Mr. Chairman, your most eloquent and graphic speech has come as a pleasing surprise; at the same time I must say I have a little delicacy in accepting even from you such a large meed of praise and adulation. I feel, however, that the difficulty does not lie so much in the matter of acceptance as in obtaining a vocabulary sufficiently comprehensive to enable me to express my grateful acknowledgment of all the good and kind remarks you have made this evening respecting my life and character both at home and in the Far East. For the very kind and agreeable manner in which you have referred to my connection with the well-known works of Messrs. Wm. Denny Brothers, I thank you with all my heart; and I also assure you that I quite appreciate the friendly motives which prompted you to refer in such glowing terms of rhetoric to my services during the five years of my early life in Dumbarton, where my ability as an engineer was apparently well-known and appreciated by having been placed in charge of one of the largest engineering establishments on the Clyde. Previous to going to Dumbarton I served my apprenticeship in the firm of Messrs. Smith and Rodger, Glasgow, now known as the London and Glasgow, Limited, where, before my five years had expired, I was promoted to the post of Manager, succeeding the much respected Mr. Ben Conner, who became Engineer-in-Chief to the Caledonian Railway. When in Dumbarton I met with Captain White, at that time the senior Commander in the

employ of Messrs. Jardine, Matheson & Co., who told me that he had been asked to send out a young engineer to take charge of the docking and engineering establishment of the Aberdeen Docks. I came out as chief of the s.s. *Glengyle* on the understanding that I should be allowed to leave the vessel in Hongkong in the event of coming to terms with Mr. Lamont. On arrival here in October, 1864, I found that negotiations were going on for the sale of the dock, and when finally sold to the Hongkong and Whampoa Dock Company, I was taken over by them and placed in charge of the Whampoa establishment. Shipbuilding and engineering promise in the near future to become one of the most important industries of Hongkong, and in an epoch so filled with surprising inventions, improved methods of living and important benefits and facilities for travelling for all classes of society, it is difficult to determine from what direction will come our next great stride in the path of invention, which probably will revolutionise for the good of mankind all that has hitherto been accomplished in that particular line of scientific research. Look at the perfect network of railways which traverse the continents of Europe and America, and are now pushing their way through the vast plains of India and China. Look at the majestic steamers ploughing the mighty deep and trading in all the navigable seas and oceans. Look at the immense forges, rolling mills and factories that illumine the skies in all civilised countries with their lurid furnace flame, and the brilliant lustre of the electric light! Look at all these and then ask what power is so potent as steel and iron and the skilled intellect of the engineer; without them all branches of industry would cease and the era of progress set back many hundred years. (Applause.) Even since my arrival in the East the changes have been most pronounced and remarkable, for at that time the only steam vessels frequenting the port of Hongkong were the mail steamers of the P. & O. Company and a coast line to Swatow, Amoy, and Shanghai, the mail steamers of the Messageries Maritimes, the coast line of Douglas LaPraik & Co., the Calcutta lines of Messrs. Jardine, Matheson & Co. and Messrs. A. Apcar & Co. and the daily boats to Canton and Macao. Besides these we had a number of sailing vessels trading to the rice ports, to Europe via the Cape of Good Hope, to New York and to the Pacific coast; and an approximate estimate of the vast increase of our trade and commerce can easily be arrived at by comparing the aggregate tonnage of the small vessels of 1864 with the immense number and capacity of the present day. Then the only docks available in this part of the world for repairing, cleaning and painting the bottoms of vessels were the mud docks and Coupar's granite dock at Whampoa acquired by the Dock Company in 1882, and the Lamont Dock at Aberdeen in 1884; the Luksun dock at Whampoa and the Hope dock at Aberdeen being then in course of construction. After a very keen and bitter competition the Kowloon Docks were acquired on 1st March, 1870, MacDonald's and Sand's slips in 1879, and the Cosmopolitan dock in 1880. Following the acquisition of the Kowloon docks it became apparent that those at Whampoa were no longer of the same value to the business of the Company because the loss of time on the voyage to and from Whampoa was a serious disadvantage to shipping. In 1871 an effort was made to dispose of the Whampoa property to the Viceroy of Canton, with the full consent and knowledge of Captain Minto, Secretary to the Company, for \$300,000, but for some reason that was never explained, and without advising me, the disposal of the docks was placed in the hands of Messrs. Deacon and Co., Canton, and the price increased to \$450,000, at which figure the Chinese declined to purchase and the property remained on our hands until 1878 when, with the assistance of an influential friend in the Canton Consulate, it was sold for \$300,000. Seeing the dock property had been practically sold for \$300,000, I was very much surprised that this important matter received no attention from the shareholders when the negotiations occurred. It was my intention on coming here this evening to have entered more fully into the history of the Dock Company and my personal experience in the Far East, but on further consideration I concluded that

under present conditions it is not expedient I should do so. You are all aware that I leave Hongkong on the 2nd of next month, and I need hardly say that the separation from so many warm friends and familiar associations will be a very severe trial, but as my health for the last year or two has caused some anxiety, I found it advisable to go home and have the benefit of a much-needed and well-earned rest. As I have said, the time of my departure is drawing near, and in spite of hope and faith in the future, there is a tinge of sadness in the present which I for one do not fear to cherish and confess, as it testifies to the genuineness of our human sympathies and the sincerity of our friendship. Since I joined the Dock Company in 1864, I have served them loyally, to the best of my ability and—I hope—not unsuccessfully, as even shareholders must admit, knowing that the immense establishments of the Company are the most efficient and up to date of any in the East; and whatever may be said by non-partisans, they will remain a permanent landmark of intelligent and successful management. Mr. Chairman, I am very pleased to say that you are one of the oldest and most valued friends I have in the Far East, and I feel very much gratified that you have been selected to fill the chair on this auspicious occasion. You are a distinguished member of the Engineers' Society, and by your upright conduct and excellent capabilities, you are esteemed and honoured by everyone who has the pleasure of knowing you. (Applause.)

Mr. R. MITCHELL gave the toast of "Local Industries." He said—Mr. Chairman and Gentleman, I consider it a privilege that I should be asked by those gentlemen who organised this little dinner in honour of our guest, Mr. Gillies, to propose such an important toast as that of the local industries of Hongkong. It has often been said of the trade, or want of trade, of Hongkong, that at one time it had practically no industries and that the shipping was the life-blood of the Colony. In my time I can remember that when I came to this Colony first, some years ago, practically the only industry in the Colony was that of refining sugar and practically that was the only export trade in which Europeans at any rate were actively engaged. Since then a number of local industries have cropped up. There is in the first place the making of ropes. A good many present are well acquainted with the career of the Hongkong Rope Company, and I am sure that those who have sampled and handled and know the quality of its rope are satisfied that it bears an eminent reputation in this part of the world and also in the countries to which it is exported. Another industry has recently been started here is the making of cement. (Hear, hear.) You can quite understand that in this place where we are at such disadvantages in having practically no raw material from which we can draw to build up any industry, we must feel that want of raw material to our hands; but I am sure those connected with the new industry to which I refer can feel satisfied that it is in the hands of an excellent directorate and managing engineer. (Applause.) When I look around me to-night and see men who are eminently associated with the various industries in the Colony I am sure I can look upon no one for whom I have more respect than my old friend, Mr. Hewitt whom I see close beside me. (Applause.) It has often been said that there is no reason why Hongkong and Shanghai might not be flourishing centres of local industry because they have cheap labour—so it is said. My own experience—and I have no doubt that it will be well backed up by many gentlemen present who have had experience of the Chinese, giving them the qualifications they are entitled to—my experience is that where skilled labour is required we want three Chinese for one European, not to speak of the extra supervision which is necessary where Chinese are employed. A few years ago our Governor—I forget which one it was—said in an address that the Government of Hongkong would be prepared to assist and do all they could to encourage local industries. It is also well known to a number of the gentlemen present that there is at least one local industry which has been hampered to my knowledge for the last three or four years, not for want of enterprise and energy on the part of

those in charge of its affairs, but simply because they are not supported or assisted by the Government in the way it had been stated they were prepared to do. This comes to me and I dare say to yourselves, much more forcibly when you consider that in the neighbouring countries of Japan, and now in Manila, you find that the Governments there are not only prepared to give every encouragement to local engineers but to back this up with money assistance. We as Britishers ask for no Government assistance; we want just to be given a free hand to allow local industries to take full advantage of the scope that is before us. (Applause.) There is another little local industry which has recently cropped up in the Colony and I would refer to that little bantam—I mean cold storage. It is under the able direction of our present chairman. (Applause.) That in itself is a sufficient guarantee that whatever opportunities there are will be fully taken advantage of. Some of you may say that it is not an industry, but if it is not an industry it preserves what has already been made to its hand; and in that it is just possible—one never knows—that some day should a hostile fleet descend and take up their station outside the Harbour it will be a very necessary thing indeed that we have at our hand some place that we can fall back upon for the supplies for our daily food. I have left the largest and what I consider the principal industry of the Colony—I refer to engineering and shipbuilding—to the latter part of my remarks. I consider it the greatest because it employs the largest number of men, and, I am sure, disburses the largest amount of money monthly to the employees of any industry in the Colony. While listening to the excellent address of our Chairman this evening in proposing the health of our guest I could not help thinking that he had left out one thing which it was eminently necessary to bring before this present company, and that is that our guest had a wonderful faculty for taking the best services out of any man that he had under his employ. (Laughter and applause.) I joined the Company some 20 years ago, and I remember well some of those electric flashes to which our chairman has referred. In my youthful days I thought I knew something, but I was very soon made to understand that there was a man with a grasp behind my back to whom I must pay due deferences. I have lived and worked with Mr. Gillies for 20 years and it lies upon me to say that towards the latter end I had feelings of thankfulness in knowing that in my early days under his training I was led to a better understanding of what engineering and shipbuilding were. Towards the end of my service I may truly say that the work under my direction went along smoothly and without a hitch. He was the man to let you know exactly what he wanted, and we knew what we had to go on and the work went on smoothly; and I have no doubt that every man in the employ well bear me out in every word I say. (Applause.) There is one—just a little—industry in the Colony I should like to refer to, and it is perhaps more particularly referring to the establishment of the Hongkong and Whampoa Dock Company. Within my time it has, I should say, trebled, if not quadrupled, the number of its European employees. The Company has treated its European employees in a very free and open-handed sort of way, perhaps more due to Mr. Gillies than to anybody else, and the fact remains that we have on the other side a large establishment and a number of excellent houses with sufficient inducement for the foremen and others in the employ to bring their wives to the Colony. Hence the rising of the little industry—what I refer to is the increase of the population of the Colony. (Laughter and applause.) And, gentlemen, I think I may fairly close my remarks in asking you to drink the success of the local industries; and I beg to couple it with the name of Mr. Robert Shewan. The toast was duly pledged.

Mr. R. SHEWAN, after making an humorous response to Mr. Mitchell's concluding remarks, said—I remember I once went to Government House to a dinner and I asked the man who was next to me what was the matter with the Governor, and he whispered that the Governor was suffering from suppressed speech. (Laughter.) I think some of us have been suffering from the

same complaint to-night. It is a great honour you do me in asking to respond to the toast of the industries of Hongkong. I certainly am not industrious. I always sympathise with the fireman on board a ship who was brought before his chief for insubordination and when they asked him what was the matter he said "he would do anything in reason, but work he would not." (Laughter.) I am quite ready to do anything in reason, so long as I don't work. As for being industrious, I do not know. I toil not, neither do I spin, except yarns occasionally to the would-be buyers of stock. (Laughter.) Gentlemen, I do not believe that there is anybody in this room who has greater faith in the industries of Hongkong than I have—(hear, hear)—or a greater faith, I was going to say, with all due deference to my English friends, in you Scotch engineers. You, I know, are second to none in the world and you have the best and cheapest labour at your disposal; therefore I do not see why you should be afraid of the Japanese, the Germans or the Americans. I knew the industrial flag of Great Britain has dropped a little at home in face of the American, but I say this, that they have started with a clean slate. If there is any fault in your engineering, gentlemen, it is this, that you are really too conservative. I can remember the day when you turned up your noses at Japan coal and Charbonnages coal. The Japanese have the same fault. My friend Mr. Mitchell went to America, and he learned what they all learn about this subject. I think that if we were a little quicker to take hints from other people, perhaps we would not be left behind so very seriously. But it does not matter; bit by bit we shall exchange our old lamps for new, and that flag to which I referred will wave higher than ever. I have no fear for you. You are the countrymen, the followers, of James Watt. If you want a living example, you have the guest of the evening, Mr. Gillies, and he is a solid proof of the truth of the statement, that it is hard to keep a good man down. (Applause).

This concluded the toast-list. The proceedings were pleasantly varied with songs, etc.

THE DALLAS COMPANY AT THE THEATRE.

At the Theatre Royal on the 22nd inst. the Dallas Company gave a second performance of *The Toreador*, the piece with which they opened on the previous Monday. The second edition showed a vast improvement, and the whole company was much more at home than when it made its debut last week. Nevertheless, *The Toreador* cannot be considered among the more successful plays of the Dallas Co.'s repertory, and few of the performers found much scope for their talents. Mr. Dallas himself, however, showed to advantage once more, and in the second act was admirable as the pretended toreador. Of the other actors we preferred Mr. Percival Knight, though he did not have so great a chance on Saturday as in *H.M.S. Irresponsible*; he is undoubtedly a clever young actor. Mrs. Henry Dallas as Donna Teresa shone among the ladies, and Miss Isabel Vernon's voice was heard to advantage. We have mentioned only a few for the reason which we have stated, that the play gives small scope for an exhibition of talent.

Although not the best production which the Dallas Company has so far staged, the *Casino Girl*, a musical comedy in two acts, is a play that affords a pleasant evening's entertainment. There is no plot, and the cast depends greatly for its effectiveness on the ability of those in whom the various parts are vested. The outstanding character was that of J. Offenbach Gagge, in which Mr. Percival Knight made a most successful appearance—one quite in keeping with the reputation he has earned here and elsewhere. His originality never appeared to better advantage, especially in his song, "Nothing New," into which he introduced some amusing local allusions. Mr. Henry Dallas did not appear altogether advantageously as Pilsener Pasha, but he made the most of an unfavourable part. Mr. Harold Godwin had better scope as Ben Muley, a brigand chief, and he had an able lieutenant in Mr. W. Ritter Riley. All the ladies' parts were excellently sustained. Miss

Marie Arnold had the title-role, and, with Miss Isabel Vernon, Miss Nellie Curtis and Miss Bertha Hunter, contributed greatly to the success of the entertainment. Miss Cissy Fitzgerald danced as gracefully as ever, and in the second act introduced her celebrated Gaiety dance, which created such a favourable impression in London.

Of all the numerous musical comedies of the "Girl" series, perhaps none has succeeded in catching and holding the fancy of the theatre-going public in such a degree as has *A Runaway Girl*, and its bright and tuneful qualities and pretty songs promise to keep its popularity green for many years yet to come. The reception which it got on the 25th inst. when produced by the Dallas Musical and Dramatic Company in the Theatre Royal was a convincing proof of its intrinsic worth, as well as of the ability of the talented combination which undertook its representation. There was a crowded house, and the audience gave unmistakable evidence of thorough approbation. In the title-role, Miss Nellie Curtis made perhaps the best appearance she has made since the Company came to Hongkong: she fairly won the hearts of her auditors by her sweet singing and charming acting. For the "Singing Girl Song" and "The Boy Guessed Right" she was awarded very cordial recalls. Mr. Percival Knight, too, we have not seen better suited in any part than that of Guy Stanley: he showed even more than his accustomed vivacity and resource and sang well. As regards the part of Flipper, it is enough doubtless to say that Mr. Henry Dallas was responsible for it. His vigorous and most humorous enactment kept the house in a continuous roar of merriment. Mr. Harold Godwin as Lord Coodle and Miss Bertha Hunter as Lady Coodle both comported themselves well, and the same remark applies to Mr. D. Munro and Miss Marie Arnold in the parts of Brother Tamarind and Carmenita respectively. One of the most popular hits of the evening was the song, "The Soldiers in the Park," by Miss Isabel Vernon, who got for it a double encore.

On Wednesday night, the Dallas Co. staged *The Belle of New York*, and the piece went with its usual éclat. At times there was the slightest trace of dragging the time on the part of the chorus; but taken as a whole, there was no mistaking it as another of Dallas's successes, and evidence was not wanting from the side of the audience to show they likewise appreciated the old favourite with its tuneful solos and rollicking choruses. Some of the characters presented were specially favoured, amongst whom we may mention Mr. Ritter Riley, as Blinky Bill, whose whistling solo was an innovation in Act II, Scene I, the Candy Store, and an encore for which was demanded. Kenneth Mugg, also, portrayed by Mr. Phil Carlton, was genuinely funny, and in the Doc. Sniffkins of Harold Godwin, one seemed to lose sight of the fact that twelve months have gone since he was heard in "Don't yer know" and "Lucky Jim." Space does not permit of an eulogy on the other characters, except to say Fifi was excellently taken by Miss Curtis and Kissie Fitzgerald by Miss Albert, whilst the semi-chorus parts were kept well together by the strong voice of Miss Isabel Vernon.

In consequence of the quarantine regulations imposed on Hongkong by the Manila Authorities, Mr. Dallas has decided to lengthen his stay here. On Monday next he will produce (by request) Wilson Barrett's play, *The Sign of the Cross*. This will be followed by a representation of Martin Harvey's masterpiece, *The Only Way*, and also by the phenomenally sensational comedy, *A Messenger from Mars*.

A Nagasaki despatch states that an inmate of the Nagasaki Hospital was reported to be suffering from a disease suspected to be bubonic plague on the 11th inst. The patient, a woman 26 years old, left Japan in February and proceeded to Formosa from Kobe. She left Formosa on the 6th by the O. S. K. steam r *Tateh Maru* and arrived at Nagasaki on the 7th. She became ill and was admitted to the hospital, as the symptoms were suspicious. A later despatch states that an analytical examination located plague germs. The doctors intend to inject the germs into some animal and publicly announce the result.

THE TRADE OF SIAM IN 1901.

The statistics of the import and export trade of Siam (port of Bangkok) for the year 1901 have been issued. The following is an abstract showing the value of the total imports and exports of merchandise for the past three years:—

	1899.	1900.	1901
Imports	\$26,316,301	\$26,492,396	\$29,520,730
Exports	33,659,888	32,765,713	46,828,791

Total \$59,976,189 \$59,258,109 \$76,349,521
The total in 1898 was \$63,792,564.

The number of passengers who arrived during the year was 779 saloon, and 29,709 deck passengers, a decrease in the former class and an increase in the latter as compared with the year before. There left 497 saloon and 19,266 deck passengers.

The following shows the value of the imports and exports from each foreign country for the past two years:—

Countries	Total 1900	Imports. 1901
Singapore...	\$9,739,569	\$12,001,645
Hongkong...	6,912,752	6,544,711
China...	1,428,067	1,031,328
India...	992,938	1,323,934
Dutch Possessions...	779,548	685,656
United Kingdom...	2,770,555	3,479,470
Germany...	1,434,066	2,156,651
United States...	328,623	210,616
Switzerland...	44,037	487,418
France...	28,477	171,213
Denmark...	188,775	117,406
Belgium...	47,731	76,213
Holland...	90,912	322,843
Cochin-China...	102,188	94,031
Japan...	50,036	6,372
Burma...	24,375	24,571
Italy...	139,115	219,525
Spain...	7,769	20,829
Austria...	62,088	40,761
Australia...	28,745	1,272
Annam...	22,956	10,903
Cambodia...	4,471	1,913
Borneo...	262	9,209
Sarawak...	2,423	150
Manila...	7,181	6,295
Penang...	169	7,554
Russia...	246,846	477
Egypt...	8,292	5,527
Algeria...	1,218	175
Malta...	553	504
Portugal...	1,719	2,166
Greece...	—	20
Sweden...	169	—

\$26,086,615 \$29,115,358

Countries	Total 1900	Exports. 1901
Singapore...	\$14,433,553	\$20,430,021
Hongkong...	11,735,488	17,480,053
India...	1,155,234	752,191
Cochin-China...	144,760	120,005
Japan...	38,913	54,497
China...	12,113	90,061
Annam...	10,289	8,671
Manila...	9,615	—
Penang...	8,570	11,150
Burma...	5,155	1,263
Cambodia...	1,999	3,331
Dutch Possessions...	761	48,181
United Kingdom...	894,966	525,770
Austria...	50,440	—
Denmark...	34,305	112,974
Germany...	23,254	2,512,301
France...	18,259	74,070
Switzerland...	5,825	—
United States...	3,112	62,120
Holland...	1,506	9,400
Italy...	390	63
Belgium...	250	—
Russia...	61	—
Portugal...	30	—
Australia...	—	2,100
Europe...	2,614,381	3,023,814
Total	\$31,203,228	\$45,322,036

German vessels brought over 58 per cent. of the imports; close on 27 per cent. were carried in British bottoms, and 10 per cent. in Norwegian. Of the exports over 51 per cent. were carried in German bottoms, over 23 per cent. in British, and 20 per cent. in Norwegian.

CHINA'S TRADE IN 1901.

The following table gives the revenue collected at each treaty port during 1901:—

Port	Hk. Tls.
Newchwang	751,621.2.7.5
Tientsin	764,514.0.9.1
Chafoo	764,999.5.9.7
Kiauchau	* 107,414.6.8.9
Changking	514,949.7.0.6
Iohang	869,705.2.8.6
Shasi	12,783.2.0.5
Yochow	3,934.0.8.8
Hankow	2,087,668.2.0.1
Kinkiang	828,201.4.6.5
Wuhu	584,348.8.4.6
Nanking	200,893.8.3.1
Chinkiang	991,628.1.4.7
Shanghai	8,152,696.2.4.7
Soochow	93,220.2.5.6
Hangchow	618,128.4.8.0
Ningpo	647,973.3.3.9
Wenchow	45,981.8.3.8
Santiao	140,282.1.5.3
Foochow	1,040,691.2.2.5
Amoy	690,548.9.9.9
Swatow	1,559,014.8.8.5
Canton	2,159,627.0.4.8
Kowloon	† 404,450.4.1.7
Lappa	† 378,605.9.8.3
Samsui	113,664.1.9.3
(a.) Kongmoon	37,724.8.0.9
(b.) Kunchuk	23,318.3.3.5
Wuchow	348,215.5.1.9
Kiungchow	178,238.3.3.5
Fakhoi	156,939.7.8.2
Lungchow	5,994.8.5.2
Mentsz	224,185.6.6.4
Sze-mao	9,008.7.7.7

Total Hk. Tls. \$25,537,574.1.6.6

* Not including *lekin* collected on import and export junk cargoes, Hk. Tls. 13,058.8.4.7.

† Including *lekin* and *ching-fei* Taxes, Tls. 217,017.7.7.2.

‡ Including *lekin* and *ching-fei* Taxes, Tls. 98,907.4.8.8.

§ During the year 473 Drawbacks were marked for each payment: their value, equal to Hk. Tls. 19,353.9.5.0, is to be deducted from the total collection.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

A CORONATION GIFT TO THE COLONY.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 21th March.

SIR,—The Government of Hongkong has been doing all it reasonably can for the physical well-being of the community at large, as an instance of which may be cited the Wongnei-cheong Recreation Ground on which plots have been allotted to the various clubs playing there, but these allotments are not exclusive, that is to say, a plot allotted to a particular club is not in the sole use and enjoyment of that club: there is generally another club to share it on specified days; and this sort of arrangement in the circumstances appears to be unavoidable. The Wongnei-cheong ground is far away from the town, and there is no such ground in the heart of the town, and it is somewhat strange that no attempt has hitherto been made to provide one in close proximity of business quarters so that office people and others might find it easy and convenient to have a half or an hour's outdoor recreation daily after 5 p.m. on leaving their respective avocations, which cannot be with the present recreation ground at the other end of the town. Reclamations have been going on in Hongkong for some years past and are still going on. Let Government choose some spot as near as possible to be converted into a cricket and tennis ground, to be, after the Wongnei-cheong ground, allotted to the numerous cricket clubs now playing there, giving up the Wongnei-cheong to football and golf. Or Government may be relieved from this responsibility by some prominent gentleman coming out with his private munificence and making a present of such ground to the Colony in commemoration of the forthcoming Coronation. The name of

that fortunate man of such amiable munificence is not far to seek. It is on the lips of all Hongkongites and especially sporting men—Yours, etc.,

FCHO.

DANGEROUS ROADS.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 26th March.

SIR,—Whose duty is it to look after the safety of our highways and byways? I would earnestly draw attention to the unprotected and highly dangerous condition of the lower end of the Wanchai Gap Road. I refer to that part of the thoroughfare to the East of the house named "Sea View." The road is not wide at that point, and drops sheer down on the side indicated. A slip over the edge would mean at least a fractured skull or limb: it might mean instant death. Some bemused sailor or soldier, making his way down to Queen's Road from Kennedy Road will tumble over the side, and then it will be lucky if no one has to be arraigned for manslaughter. The roadside alluded to ought to be protected by iron railings.—Yours, etc.,

TOWNSMAN.

CHINA AND MANILA STEAMSHIP CO., LD.

The nineteenth ordinary general meeting of the China and Manila Steamship Co., Ltd., was held on the 22nd inst. at the offices of the agents. Mr. R. Shewan (chairman) presided, and among others present were Messrs. N. A. Siebs, H. P. White, D. E. Brown, and G. H. Medhurst (directors), D. Gillies, (Dr.) Noble, G. K. H. Bruton, G. T. Veitch, C. Palmer, A. Babington, T. Arnold, S. A. Joseph, E. S. Joseph, A. C. S. Manners, J. S. Perry, A. G. I. Somerville, A. G. Gordon, Sin Un. Ho Fook, H. Humphreys, C. Ewens, S. J. Michael, J. R. Michael, C. Clinck, S. S. Benjamin, Fung Wa Chun, P. C. Potts, and J. McMurtrie.

The CHAIRMAN said—Gentlemen, as usual we will, with your permission, take the report and accounts, copies of which have been in your hands for some days past, as read. The profits for the year show a falling off, as cargo was rather scarce for a few months, but I am glad to say that this did not last long. Since then, the traffic between this place and the Philippines has increased. We have at last begun to get some return cargo from Manila, the coolie trade has revived again, and the saloon-passenger trade continues to grow, and justifies us in every respect in the step we took in building boats of the size and class of the *Zafiro* and *Rubi*. In proof of this, I may tell you that we have already had to increase the saloon accommodation of these boats since they came out here. Under all the circumstances, and bearing in mind that we had the benefit of running one of the new boats for only one month, I think a net profit of \$115,000, after ample allowance has been made for depreciation, cannot be considered unsatisfactory. It is a great disappointment to us that we cannot pay a dividend out of these earnings, but a glance at the accounts will show that this is impossible, as we have no funds in hand available for such a purpose. To complete the purchase of the new boats we have had to borrow £50,000 from London, giving a mortgage on the vessels themselves as security, and this loan has been written down in the present accounts to an exchange of 1/9, which explains the item of \$49,000 odd against exchange adjustment a/c. To provide for the repayment of this loan, we issued additional capital to the extent of \$500,000, but notwithstanding the encouragement to make this issue that we received at the time and the promises of support that were made to us, I am sorry to say that when it came to the point a great many shareholders were found wanting, and foolishly, as I think, instead of protecting their property have preferred to abandon their interests and sell out at panic prices. I am glad, however, to say that not all have acted in this manner. So far, over 50 per cent. of the new capital has been taken up, and when the weaker vessels have all retired, the result will be that the shares will be in stronger and better hands. I understand the opposition that has recently come on the line has been the cause of frightening shareholders into thinking that the

outlook for this Company is very black; I cannot say that I take that view. The trade with the Philippines is growing very largely, and although more ships come on against us I think that is equally compensated for by the increased volume of cargo going forward. We, in conjunction with the other two lines, are watching the situation very carefully, and I can assure you, gentlemen, that we will not waste money needlessly. It is not desirable at a public meeting to enter into the details of what we are doing, but I may assure you that the interests of the Company will be very carefully guarded. We have two of the finest boats that have ever been on this coast, and their popularity as passenger and cargo steamers has been most clearly demonstrated. They are favourites with shippers on account of their larger cargo-capacity, as when there is a rush of cargo there is much less danger of any being shut out and causing confusion and trouble with broken shipments. In such cases Chinese shippers are very apt to combine and take up some cheap cargo-boat that may be offering in the market, a danger that these larger carriers obviate. The two small boats, the *Esmeralda* and *Diamante*, have been withdrawn from the Manila line and are being employed in the rice-trade from Saigon and Bangkok, for which they are well adapted. Both boats stand at a low figure in our books, and can be run cheaply and should make a good return to the Company; but we are quite prepared to part with either if a reasonable price can be obtained. So far, however, although we have had negotiations in one or two directions, we have not succeeded in eliciting a firm offer. The statement now laid before you shows that the position of the Company is far from an unsound one, that your property is not over-valued, and that there is no real reason for much misgiving on the part of those shareholders who are *bona fide* investors and not merely speculators who have bought for a rise and take no permanent interest in the Company. It is true that Great Britain's new allies, the Japanese, have come upon the scene and cut into our business, and if this be the ways of friends and allies we may well pray to be saved from our friends! But these things are only temporary. The whole nature of the Manila trade with Hongkong has changed, and is changing, but when conditions have adjusted themselves to the new order of things I have every hope that this Company will emerge from the struggle in a better and stronger position than ever. A suggestion has been made that we should pay a dividend in scrip if we cannot pay one in cash. That might have been done, if all the shareholders had subscribed for their proportion of the new shares, by declaring a dividend and receiving it in payment of calls, but under present circumstances it is not practicable. It comes to this, that we must wait another year for a dividend, that is all. Some shareholders appear to think that because we have a debt of 7 lacs we must give up the thought of dividends for years to come, but I do not follow their reasoning. We have or shall have I think at least 3 lacs from the new capital, which will leave a debt of 4 lacs on property worth over 2 millions, which is merely nothing for the Company to carry. If it is, then many companies must be in a bad way, though they are paying their interest and good dividends as well with much larger debts than ours.

In conclusion the CHAIRMAN proposed the adoption of the report and accounts.

Mr. D. GILLIES seconded. He thought they would all admit that it was folly to run a line of passenger-steamers that were not adapted to the trade. Such was the position of the Company two years ago before the new steamers were ordered. The old steamers were very much too small and lacked passenger accommodation for the increasing requirements of the Manila trade, and it was thought advisable to get two new vessels quite up to date and giving the passenger accommodation that was necessary for the lines, and that had been very clearly stated by the Chairman. The trade between here and Manila had increased very much, and if they wished to retain that interest in the trade that they held in former years, they must be prepared to put steamers upon the line that would encourage passengers to travel by them. The old steamers did not give the accommodation, and passengers were inclined to go

elsewhere, where their comfort was more attended to.

Mr. G. F. VEITCH said that before the formal adoption of the report and accounts was put to the meeting, he would with their permission like to make a few remarks. In the first place, he would suggest the advisability in the future of issuing the report at least a fortnight before the meeting so that shareholders—non-resident in the Colony—might be enabled, if they thought fit, to comment thereon. Now, as regarded the accounts, although they must do the general managers the justice of assuming that they had done the best in their opinion in the interests of the Company, it would be difficult, he imagined, to find a better exemplification of the mischief arising from not leaving well alone than the present condition of the Company. They started the year 1901 in a splendid position. During the year, the gross earnings of the steamers *Perla*, *Esmeralda*, and *Diamante* were \$196,902.71, less the profits attaching to the voyages of the new steamer *Zafiro* made in December—she commenced running on 30th November. This account of \$196,902.71 was made up as follows, namely:—Amount written off for depreciation, \$96,123.30; Exchange adjustment account, \$49,689.48; balance of profit and loss \$115,594.57—a total of \$264,747.97. Deducting the balance of \$67,445.26, this left the total earnings at the amount stated, namely \$196,902.71. Nothing in the accounts was shown as to the cost of management, which he ventured to think should in future accounts be given. Then, as regarded depreciation, last year ten per cent. on the value of the Company's fleet was written off; this year a very much larger sum, \$96,123.30, was set aside. He should be glad to hear how much of this applied to the three other steamers and how much to the *Zafiro*. The latter was practically a brand new boat, and it seemed to him that the amount at present set aside provided by depreciation was excessive. If with the old fleet the Company could make such a handsome showing, what was the object in contracting, especially at a time when the cost of shipbuilding had perhaps reached its highest point of late years, for a couple of steamers of a gross tonnage of 5,078, tons costing up to the 31st December last \$411,123.30. This item was curiously worded, and caused him to think a further amount would have to be added to this already enormous sum. His impressions might be wrong, but the Chairman would perhaps enlighten him. Further, would he kindly state the actual cost per ton of these new steamers? Taking £70,000 roughly as the price of each, he (the speaker) made out the cost per ton to be £27.10s or thereabout, which when he knew of a steamer here—an eleven-knot boat, certainly not so elaborately fitted up—costing only about £13.18s per ton, they would agree with him was a very high price to pay. It appeared to him that these steamers were ordered without any clear idea as to how the necessary funds to meet their cost were to be provided, consequently their present position as a Company was deplorable in the extreme. They owed their bankers \$222,096.85, and a loan in London of \$521,739.12 had to be met sooner or later. Some further information as to the terms and conditions of this loan should be given. Shareholders according to the report, showed their distrust by refusing to subscribe the additional capital asked for, which was hardly to be wondered at. The shares of the Company, which, a few weeks ago, stood at a premium of 20 per cent., could now be purchased at a discount of 40 per cent. There was no money available to pay a dividend to shareholders, although the balance at credit of profit and loss was sufficient for a 10 per cent. dividend. The only people who did make money were the general managers. They got their 5 per cent. on all outward passage-money and freight from Hongkong and on all other revenue procured by them, also a commission of 2½ per cent. on all disbursements made at Hongkong, and also a commission of 1 per cent. on the amount received by the Company on the building, purchase, or sale by the Company of any steamer or vessel. What did the shareholders get? Nothing! (Applause).

Mr. BRUTTON said he had had put into his hands by a body of shareholders a number of questions they would like to have answered,

and he had a few remarks to make with reference to the reduction on the working expenses. He asked if the chairman would give answers if he read the questions one by one.

The CHAIRMAN—Read them all.

Mr. BRUTTON—I think it would be better if you answered the questions one after the other, because your answers might enable me to cut out certain of the questions I have now got, and I think it would save time.

The CHAIRMAN—I think it would save time if I answered you on the whole.

Mr. BRUTTON—I do not know what the shareholders think about that, but I think if the question were answered it would be the means—

The CHAIRMAN—Mr. Brutton, I am chairman, and I have the right to conduct the meeting as I think best.

Mr. BRUTTON said the shareholders had listened with a great deal of pleasure to the remarks made by Mr. Veitch, and it occurred to him that if the shareholders were to pass the resolution proposed by the chairman it would imply that they were fully satisfied with the general managers. The first point that occurred to him was whether the general managers were justified, looking at the report and accounts for 1899-1900, in asking the shareholders to adopt the large increase in the capital of the Company. Mr. Veitch had clearly pointed out the exact position of the Company in 1899-1900. In 1899, the capital of the Company was \$300,000, the net profits amounted to \$96,000 odd, and the shareholders were paid a dividend of 10 per cent. In 1900, with practically a similar capital—he thought he was right in saying that, because the extra capital not being subscribed until the end of 1900, he understood, was not used—the net profits amounted to \$143,000. That was practically 30 per cent. on the capital. In 1901, on a capital of \$1,000,000, the profit amounted to \$115,000 odd, which was practically 11 per cent. on the increased capital. Now, the question was—Did the earnings for 1899-1900 warrant the general managers going to the expense of ordering these two new steamers? He presumed he was right in saying—as he had no answers to his questions—that when this increase of capital was asked for on 14th April, 1900, the general managers contemplated that that increase would be sufficient to pay for the two steamers, or, at any rate, if not sufficient to pay for them, the earnings after allowing for a dividend of say 10 per cent., would be sufficient, in time, to pay for them. He said this because on 23rd March, 1901, the Chairman in his speech said, "I have been asked by several shareholders why we don't declare a larger dividend, and the answer I gave them was 'You can't eat your cake and still have it.' Therefore, it was proposed to pay a dividend of five per cent. and to use the balance in putting it towards payment of the new steamers. That, he submitted, led the shareholders to believe, and rightly too, that they should have a ten per cent. dividend down at any rate, and that there would be sufficient out of the earnings to go towards the cost of the two new steamers. At that time, there was a balance of \$600,000, that was on the increased capital, which could be used towards the payment of these new steamers. In 1901, at the end of the year, the general managers asked for a further increase of capital to \$900,000. The whole question, therefore, for the shareholders was whether they were going to adopt these accounts as they stood or whether they were going to express by their vote their dissatisfaction with the management of the Company, because if, as it was contended, the receipts and earnings of the Company did not warrant the general managers increasing the capital fivefold as had been done, then certain of the shareholders were of opinion that the general managers did wrong in doing as they did. (Applause). It was very easy, he knew, for any one to be wise after the event, but the question was, was it necessary, in the interests of the Company, to increase the capital to that extent? Mr. Veitch, continued the speaker, had also mentioned the remuneration of the general managers. Now there was a feeling among certain shareholders that when the capital of the Company was \$300,000, 5 per cent., 2½ per cent. and 1 per cent. mentioned in clause 10 of the Articles might be a very fair and good remuneration for

the general managers, but now, when they had got the capital of the Company increased by five-fold, there was a feeling that some reduction should be made, or that the Articles of Association should be altered in some way so that the general managers should not get their 5 per cent., 2½ per cent., and 1 per cent. on all the business of the Company. Therefore it was for the shareholders to show by their vote whether there ought not to be some alteration here. Another point was the depreciation of \$99,000. Did that sum include any depreciation on these two steamers, and if so, how much? He submitted that by the Articles of Association—

Mr. VEITCH—Excuse me. The *Rubi* was not here then.

Mr. BRUTTON, continuing, said he was coming to that. He wanted to know whether that included depreciation of 5 per cent. on either or both of the new boats. The wording of the clause was that the five per cent. could only be deducted on the working of the steamers for the previous year.

The CHAIRMAN—Nothing of the kind, Mr. Brutton. Read the clause.

Mr. BRUTTON said he was open to correction, and read the clause. Proceeding, he submitted that the clause meant depreciation on the steamers which had been working and earning profits for the Company. Therefore, shareholders would like to know what portion, if any, of that \$99,000 was written off for depreciation of these two new steamers. There was another point and that was whether it was considered necessary that that Company, with a small fleet, should have a marine superintendent. He thought he was right in saying that other steamship companies—the Douglas Steamship Company with a fleet of six steamers—had no superintendent, and it seemed to him that the earnings of the Company with increased capital were so small that some attempt should be made by the management to cut down all possible expenses so that there should be some return for the shareholders. (Applause). It seemed to him that they had got their cake in these two ships but they got precious little chance of getting their bite (laughter). The capital had not been subscribed for, and until the capital was subscribed for, it seemed that the earnings had got to be taken up for the next few years to pay for these ships. Therefore, they had got their cake, they could look at it, but they could not get a bite of it. In the first place, he would move that the report and accounts, as submitted to the meeting, be not passed.

The CHAIRMAN—You cannot make that motion. You have simply to vote against my proposition.

Mr. BRUTTON—I move that the resolution be not carried.

The CHAIRMAN—You cannot move a resolution of amendment; you simply vote against my proposition. You, a lawyer, ought to know that.

Mr. BRUTTON proceeded to put his questions as follows:—When did you first contemplate purchasing these two steamers? On 14th April, 1900, when the capital of the Company was increased to \$1,000,000, did you then know what the cost of these steamers was to be? On the 14th of April, 1900, if they knew that the increase of capital was not sufficient to pay for the two steamers, was it not the duty of the general managers to inform the shareholders that that increase would not be sufficient and that they intended to ask a further increase? What was the purchase cost of the *Diamante*? As the *Zafiro* and *Rubi* were to cost so much more than the *Diamante*, should not shareholders have been informed of the fact before the steamers were ordered? The *Diamante* cost something like four lakhs; what was the total amount of profits to be applied towards the cost of the new steamers? What was the working expense of the fleet for 1901? Did that include the general managers' commission, and what would be the general managers' commission for 1901? Depreciation \$99,463: did this sum indicate depreciation of new steamers? If so, how much?

The CHAIRMAN—Are there any other observations to be made?

Mr. E. S. JOSEPH—How many firms tendered for the building of the two new boats, and who were they?

The CHAIRMAN—I think there were about thirty.

Mr. E. S. JOSEPH—And was the tender accepted the lowest?

The CHAIRMAN—Go on.

Mr. E. S. JOSEPH—And I want to know if Mr. Gordon held the proper certificate when he was sent to superintend the building of these new boats?

The CHAIRMAN—Well, gentlemen, you have put a very great many questions to me, and I think it is very flattering to me if you suppose I carry all those details in my head. I am sure Mr. Brutton does not think anything of the kind, but I will do the best in the position I am placed to answer you. It seems to me that you are only crying over spilt milk. It may be human nature. The new boats were authorised by you and you authorised the extra capital for the new boats. You have heard what Mr. Gillies said in favour of our building these boats and in favour of our policy, and he is certainly a much better judge of these matters than a lawyer. Mr. Brutton has gone a long way back in ancient history, but I can't follow him there. What has been done has been done, and neither I nor Mr. Brutton can undo it. We are satisfied that what we did was in the best interests of the Company, and I am sure time will prove that we were right. As for the marine superintendent—to do away with him would be no economy. As to his qualifications, I know nothing. That is his business, not mine. He is a good servant of this Company. The fact that the Douglas Company—I don't know whether Mr. Brutton was correct in saying that—has no marine superintendent is surely met by the fact that every other marine company in Hongkong has a superintendent. We had to get first-class passenger boats, and we could not get them for the cost of cargo boats. I think I have, at previous meetings, admitted that they exceeded their first estimate, and that is not to be wondered at. The cost of shipbuilding is rising all the time. Mr. Veitch's suggestion that the report and accounts should be issued a little sooner is a very unimportant matter. If you cannot understand such accounts in a week it does not seem to me you will understand them in six weeks.

Mr. VEITCH—What about people in the outports?

The CHAIRMAN—You had better leave them to themselves.

Mr. VEITCH—I got mine on Monday last, and from Monday till to-day is not sufficient.

The CHAIRMAN—It is clearly laid down that we must write 5 per cent. off the value of the boats for the time being, and I cannot take the responsibility for the writing-off of that amount. It is merely a paper entry, and it makes absolutely no difference. Why does Mr. Brutton harp on this question of depreciation?

Mr. VEITCH—I also harp upon it.

After some desultory discussion on this point,

Mr. VEITCH admitted in answer to a question by the Chairman that it made no difference to him individually.

The CHAIRMAN—Then why make so much fuss about a thing that will make no difference to you? We are doing it properly, as we are bound to do it by the Articles of Association.

Mr. VEITCH—I question it.

Mr. S. A. JOSEPH—I also question it very much. I say no.

The CHAIRMAN—The present scheme was fixed by a committee of yourselves.

Mr. VEITCH—I should like to ask what amount was paid as commission. I do not cavil at the amount the general managers get; 5 per cent is not too much, but what I do think, Mr. Chairman, is that you ought to put it in your accounts and show what the working cost is. Many of the shareholders want to know.

The CHAIRMAN—Thank you, Mr. Veitch. That is a suggestion we will take into consideration.

In reply to a further remark by Mr. VEITCH, The CHAIRMAN said he would take him in and show him the amount in the books.

Mr. MICHAEL expressed a desire that the Chairman should take in all the shareholders and show them the commission from the books.

The CHAIRMAN—I decline to take in all the shareholders.

Mr. MICHAEL—I have the right; I am a partner in this concern.

The CHAIRMAN—Very good, Mr. Michael, I decline.

Mr. MICHAEL—I am entitled to get it. You have no right to take in Mr. Veitch and none of the others.

The CHAIRMAN—Then we won't take in Mr. Veitch. Mr. Arnold, are you satisfied?

Mr. S. A. JOSEPH here interrupted.

The CHAIRMAN—Will you sit down?

Mr. ARNOLD—I went very carefully into the matter. Nothing has been charged but what the general managers are strictly entitled to charge. The amount I am not at liberty to mention.

Mr. BRUTTON—There is no question whatever that the general managers have charged what they are entitled to. It is only whether the expenses should not be reduced.

The CHAIRMAN—That will be considered if you put it forward as a suggestion. It will have our consideration.

Mr. VEITCH—I don't object for one moment to the commission.

Mr. S. A. JOSEPH—And I don't object to it.

The CHAIRMAN—Very good. As it seems none of you are objecting, then we will put the motion to the meeting.

Mr. ARNOLD made a suggestion that a dividend might be made in the form of scrip.

The CHAIRMAN—We can't do that.

Mr. ARNOLD—Out of the profits?

The CHAIRMAN—We cannot do it out of the profits. I have asked my solicitors, and they say no.

Mr. ARNOLD—Well, you might take further opinion on that.

The CHAIRMAN—I cannot explain here why it cannot be done. All I can tell you is that I went into this question very carefully with Mr. Deacon, and he came to the conclusion that it would not be good in law.

Mr. ARNOLD said it seemed to him a good suggestion to get \$100,000 paid off.

Mr. MICHAEL—What rate of interest are you paying on the money on both steamers?

The CHAIRMAN—6½ per cent. to the Company in London.

Mr. MICHAEL—That is good interest.

The CHAIRMAN—So much the better for the Company.

Mr. E. S. JOSEPH—I want to know whether you accepted the lowest tender and whether Mr. Gordon has any certificate as an engineer?

The CHAIRMAN—That I cannot tell you.

Mr. E. S. JOSEPH—What? You cannot tell whether he is a competent man?

The CHAIRMAN—He must have a certificate, because he was elected to the Engineers' Institute.

Mr. E. S. JOSEPH—I want to know from you whether Mr. Gordon held the necessary certificate.

The CHAIRMAN—Certificate or no certificate, I decline to discuss the matter further. I am quite satisfied that Mr. Gordon was a competent man.

Mr. E. S. JOSEPH—Did you accept the lowest tender?

The CHAIRMAN—Almost the lowest.

Mr. E. S. JOSEPH—What was the lowest?

The CHAIRMAN—I cannot tell you. It is almost a year ago. It would be a few hundred pounds less.

Mr. E. S. JOSEPH—What was the contract price?

Mr. BRUTTON—Before you answer that question, Mr. Chairman, you referred to the cost of the steamers up to 31st December. I am not satisfied.

The CHAIRMAN—There are a few thousand dollars to be added to the cost of the steamers, perhaps \$5,000 or so. We have got to provide for exchange. It may drop to 1/6 yet.

The CHAIRMAN then proceeded to take the vote.

Mr. S. A. JOSEPH—I rise to a point of order. I object to Mr. Babington voting. Here are the shares that he holds. He was very careful to sell out at the highest price and not to apply for any of the new issue.

The CHAIRMAN—Mr. Joseph, if you are making a charge against Mr. Babington, I have nothing to do with that.

Mr. S. A. JOSEPH—He has no right to vote for the motion.

The CHAIRMAN—Mr. Joseph, silence! You cannot make these remarks here.

A show of hands was then taken, about 20

voting for the motion and half that number against.

The CHAIRMAN declared the motion carried.

Mr. E. S. JOSEPH—I hold three proxies.

Mr. S. A. JOSEPH—And I hold two.

The CHAIRMAN—I have nothing to do with them. I declare the motion carried.

Messrs. N. A. Siebs, H. P. White, D. E. Brown and G. H. Medhurst were re-elected as Consulting Committee, and Messrs. T. Arnold and W. H. Potts as auditors for the ensuing year.

The proceedings then terminated

SUPREME COURT.

Tuesday, 24th March.

IN APPELLATE JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (ACTING CHIEF JUSTICE) AND T. SERCOMBE SMITH (ACTING PUISNE JUDGE).

HOWARD AND STEPHENS v.

ATTORNEY-GENERAL.

This was a notice of motion for special leave to appeal from the decision of Sir John W. Carrington, delivered on 1st December, 1900. The application was brought before the Court on 13th instant, on which date their Lordships, after hearing Mr. Morgan Phillips for the appellants, made an adjournment to enable the respondent to show cause why the leave asked for should not be granted.

Mr. T. Morgan Phillips, barrister-at-law, appeared for the appellants (instructed by Mr. M. J. D. Stephens, solicitor) and the Attorney-General, Hon. W. Meigh Goodman, K.C., appeared on the respondent side (instructed by Mr. F. B. L. Bowley, Crown Solicitor).

The ATTORNEY-GENERAL said:—The question is whether the Full Court will grant "special leave," under section 606 of the Code of Civil Procedure, to appeal against the judgment of Sir John Carrington on the issue of law in this case, and I have now to show cause why such special leave should not be granted on the plaintiff's application. The issue of law was: "Assuming all the facts stated in the petition to be true, and having regard to the provisions of the Praya Reclamation Ordinance, 1889, has the Court jurisdiction to enquire into the proceedings connected with the award referred to in the petition and to set aside the award and declare it null and void?" This issue was argued before the Chief Justice, Sir John Carrington, on 31st October and 1st November, 1900, by Mr. Francis, Q.C., and myself, and written judgment was delivered on 1st December, 1900, in favour of the defendant. Of course that judgment was delivered upon the assumption, for the purposes of the argument, that the facts were as stated in the petition. If the judgment had been for the plaintiffs it would have become necessary to see whether the allegations in the petition were true or false, for there were various issues of fact which it would then have become necessary to try. These issues appear in the file of papers in this case among the Court records. Now, if the plaintiffs conceived the judgment was wrong, it was open to them, at the time, to have appealed from that judgment to the judgment of the Full Court. Section 18 of the Supreme Court Ordinance, 1873 (No. 12 of 1873) enacts that:—"There shall be an appeal as of right from every decision of one of the Judges sitting alone in the hearing of any suit or proceeding other than a criminal trial," and that "every appeal from such decision shall be heard before the Full Court." The Ordinance does not, however, expressly specify any limit of time for bringing such appeal. The Ordinance was passed on 30th September, 1873. The Code of Civil Procedure Ordinance, No. 13 of 1873, had been passed a few days before, viz. 13th September, 1873, and, possibly it had not been noticed that that Code did not make express special provisions as to the time limit, in the case of an appeal from one Judge to the Full Court. It is true that section 68 is headed "Review of judgment—rehearing—new trial," and provides as follows:—"The Court may in any case, on such terms as seem just, review any judgment, or order a rehearing or new trial with or without a stay of proceedings,"

Any application for a review of judgment or for a rehearing or new trial must be made on notice of motion filed not later than 14 days after such decision, or hearing, or verdict. Now "the Court" is defined to include "the Chief Justice and Puisne Judge sitting together or separately." So if the plaintiff had moved the Full Court for a review of the judgment his notice of motion ought to have been filed within fourteen days. These provisions of section 68 are taken from Rules 100 and 101 of the Rules of the Supreme Court for China and Japan, dated 4th May, 1885. But I cannot find that the China and Japan Rules, commencing with Rule 153, under the heading of "Appeal to the Supreme Court" have been incorporated in the 1873 Code of Procedure. It is rather strange that no time limit was specified expressly, because, in the Ordinance regulating the Summary jurisdiction of the Supreme Court, passed about the time, viz. September, 1873, section 41 provided that a party desiring to appeal had to apply to the Full Court, within 7 days from the date of judgment, for leave to appeal. In England, the practice under the Common Law Procedure Acts 1854 and 1860 required notice in writing of appeal to be given within 4 days. (See section 37 C.L.P. Act 1854, and section 7 of the C.L.P. Act, 1860.) As to the Rules under the Judicature Act 1873—Order 58, Rule 15, gave (up to the year 1894) 21 days for appealing from interlocutory orders and one year for appealing in the case of final orders and, since 1st January, 1894, these periods have been reduced to 14 days and three months respectively, showing how necessary the Judges in England deemed it to be, that appeals should be heard promptly, so that litigation might not be allowed to go on indefinitely. That was the state of things in England in 1901, when the Hongkong Code of 1873 was repealed by Ordinance 6 of 1901, and a new Code of Civil Procedure substituted by Ordinance No. 5 of 1901. That new Code came into operation on 1st July, 1901 (section 711) and was made applicable, so far as might be practicable, to all proceedings taken, after it came into operation, in all causes and matters then pending (section 710.) Section 606 is very explicit, and provides as follows:—"No appeal to the Full Court from any decision of the Court shall, except by special leave of the Full Court, be brought after the expiration of 6 months calculated from the time when the decision was pronounced." That Ordinance was passed on 12th March, 1901, and did not come into operation till more than 3½ months after it was passed, and so the plaintiffs must be taken to have had full notice of the time limit it imposed. One of the plaintiffs is a lawyer practising here and the Code was fully discussed in the Colony before it was passed, and the plaintiffs might have appealed before it came into operation. They had 3½ months to do so after it was passed, whereas, in England, they would only have had 14 days. According to the decisions, such as *Salaman v. Warner* (1891) Queen's Bench, 734, this order allowing the demurrer is an interlocutory and not a final order, because if the judgment had been for the plaintiff the action would have had to proceed on the facts. If, indeed, the plaintiffs had appealed within 6 months after the time the Ordinance actually came into operation, one might have felt some unwillingness to oppose special leave being granted. But they waited till March, 1902, before moving, i.e., nearly 15 months after the judgment. The reasons assigned for this delay are that they chose deliberately, after consulting Mr. Francis, to take another method, and instead of appealing sent a petition to the King in Council, which they did not even forward till 14th September, 1901, i.e., nine and a half months after the judgment was delivered. And then when, on 20th January, 1902, they found they had taken the wrong steps, that the procedure was irregular and out of order, they delay again till 13th March, 1902, because they chose to write letters to the Colonial Government, wanting that Government to do what it had no power to do, namely supersede the award of General Black made under the statutory power conferred upon him by the Praya Reclamation Ordinance 1889. Now section 606 of the Code is taken from the present English rules and orders, namely order 58 rule 15. That English rule says:—"No appeal to the Court of Appeal from any interlocutory order shall, except by special leave of the Court of Appeal, be brought

after the expiration of 14 days, and no appeal to the Court of Appeal (other than an interlocutory order, etc.) shall, except by special leave of the Court of Appeal, be brought after the expiration of three months." The Hongkong Code gives the liberal allowance of 6 months instead of 14 days in one case and of 3 months in the other. What are the principles on which the Court of Appeal in England proceeds in considering whether special leave should be granted? They seem to have altered somewhat, from time to time, and the chief cases illustrating this seem to be as follows:—A.D. 1880 *Collins v. The vestry of Paddington* L.R. 5 Q.B.D., page 368. At page 381, Lord Justice Thesiger says:—"When a judgment has been pronounced and the time for appeal has elapsed without appeal, the successful party has a vested right to the judgment which ought, except under very special circumstances, to be made effectual. And I think that the Legislature intended that appeals from judgments should be brought within the prescribed time and that no extension of time should be granted, except under very special circumstances." He says "that under the Common Law Procedure Act 1854 the practice as to refusing extension of time was stringent." Then in 1882 we have Sir G. Jessel's view in *Curtis v. Sheffield*, 21 Chancery Division, p. 1 in which, reviewing the changes in opinion of the Courts as to appeal, he winds up by saying, of recent decisions:—"They all lay down this principle that, as a general rule, an appeal after the time will not be allowed unless the respondent has done something to give a sort of equity to the appellant to go beyond the period." Can it be said the respondent has done anything of the kind here? In 1883, the case *In re Manchester Economic Building Society* is reported in 24 Chancery Division, p. 488. There Sir William Baillet Brett, another Master of Rolls, states his view at p. 479 on this question to be this:—"I know of no rule other than this that the Court has power to give the special leave, and exercising its judicial discretion is bound to give the special leave if justice requires that that leave should be given." Lord Justice Cotton concurred in the view generally (see p. 499). That was, however, a very exceptional case, in which the order appealed from had been obtained by suppression of material facts. Finally in 1891 Lord Esher and Lord Justice Bowen in *Cusack v. London and North Western Ry. Co.* (1891), 1 Queen's Bench Division, page 347, dissented from the views expressed in *Collins v. Vestry of Paddington* and said the case belonged to a period in which stricter views on this point were held. So no hard and fast rule can be laid down and each case must be considered on its merits. What then are the merits in this case? The judgment from which it is sought to obtain leave to appeal was a judgment simply upon a question of law. For the particular purpose of determining that question of law, certain allegations of the plaintiffs had to be assumed to be true. Whether those allegations are in fact correct and fair, or whether they are misleading, are matters which the Court has neither investigated nor decided. The real question Sir John Carrington decided by his judgment was that the Court had no jurisdiction, having regard to the terms of the Praya Reclamation Ordinance, to investigate in what manner the Officer Administering the Government exercised the powers and discretion vested in him by that Ordinance, at the time he made the award. Except for the purpose of considering the legal question of jurisdiction, the Court ought not to and will not assume that, in point of fact, any hardship had been done to the plaintiffs. Some of the facts alleged in the petition are disputed in the answer. I submit that, if upon reading the judgment of the Chief Justice, it appeared to the Court to be on the face of it erroneous, the Court might feel that justice required that an appeal, after even so long a delay as in this case, should be allowed. If, however, the judgment commends itself to the Court as correct, or is not obviously incorrect, surely the Court may say "We have to consider the defendant as well as the plaintiffs. If you, the plaintiffs, had appealed in time, you had a right to do so, but, as you are out of time and come to us for special indulgence, you must show some good reason why we should allow the defendant

to be harassed by further litigation." "In England you would have had to appeal in fourteen days." In Broom's Legal Maxims, 4th Edition, p. 324, the learned writer says "If mistake in practice or inadvertence furnished reasons for a new trial it would encourage litigation and reward ignorance and carelessness at the expense of the other party and, therefore, our law in such cases wisely acts upon the maxim *Interest reipublice ut sit finis litium*—it is for the public good that there be an end to litigation. In the case of the International Financial Society v. City of Moscow Gas Company, 7 Chancery Division, page 241, it was held that the fact that an appellant had misconstrued a somewhat ambiguous rule and by reason of such mistake had omitted to bring his appeal in time, was not a sufficient ground for enlarging the time for appeal, and Lord Justice James gives at page 247 his reasons very clearly. There he says: (A. D. 1877). "The limitation of time to appeal is a right given to the person in whose favour a Judge has decided. I think we ought not to enlarge that time unless under some very special circumstances indeed, that is to say, if there has been any misleading through any conduct of the other side," &c., &c. It is not alleged even that since the judgment sought to be appealed against there has been any case decided by any high tribunal in England in any way militating against that judgment. The only case I have been able to find decided by the Privy Council, in any way relevant, is *The Mayor and Councillors of East Freemantle v. Annois* reported in Vol. 18 of the *Times Law Reports*, p. 199. There the plaintiff sought to obtain damages against a corporation which acting under statutory powers had injured her property by lowering the level of the street leaving her house with a drop of 6 to 8 feet sheer to the street, cutting off access, unless she made steps which would cost £15 to make. Held that as the Act provided no remedy for this damage she could not maintain an action. To sum up briefly; what are the grounds upon which the Court is asked to grant a special indulgence in this case and allow an appeal some 15 months after the judgment appealed from? The main ground, is practically that the plaintiffs were advised by their counsel not to appeal but to take another course. The answer is that if such an excuse is admitted you have only to go to a lawyer who gives you bad advice and then you can sweep aside all the barriers erected by the law for the prevention of undue delay and the protection of a defendant from being harassed year after year by a litigious claimant. The reason alleged for the further delay after 20th January, 1902, when the plaintiffs knew the course they had taken was wrong, is that the plaintiffs had been in communication with the Colonial Secretary with a view to a settlement of the matters in question. The Government sought no such communication and on 31st January the Colonial Secretary informed the plaintiffs that His Excellency regretted that he must decline to enter into any further discussion and declined to continue the correspondence. The writing of further letters to the Government by the plaintiffs in spite of the full explanation of the Government's position in the matter is surely no excuse for further delay in appealing. Why is the defendant to suffer because the plaintiffs will not take "No" for an answer. I submit the special leave should be refused, because the plaintiffs have shown no reasonable cause why a special indulgence should be shown them.

Mr. Morgan Phillips, for the appellant, argued that, even if the Court held that the time within which an appeal should be brought in this case was governed by the provisions of the New Code, yet there were special grounds in this case for the granting of leave to appeal; and it would be a hardship on the appellants if such leave were refused. He commented on the cases cited by the Attorney-General, and quoted the case of *Re New Collao*, 22 Ch. Div. 484.

The Attorney-General was not called upon to reply.

The Court dismissed the application with costs. The Acting Chief Justice said it was not necessary to consider the point of law decided by Sir John Carrington, the only question being as to whether the application for leave to appeal was brought in time. Under the old Code there

was no limit as to the time for appealing. The judgment was pronounced on 1st December, 1900, and upon the parties consulting the late Mr. Francis, he advised them not to appeal but to petition Her late Majesty direct; the obvious inference being that Mr. Francis thought an appeal would be useless. Until August, 1901, no effective step was taken, and his Lordship must hold that there was *laches* on the part of the appellants. The new Code of Civil Procedure came into force on 1st July, 1901, limiting six months as the time within which an appeal should be brought, and by section 710 the new Code was to apply to all proceedings taken after the 1st July in pending matters. But whether the application was governed by the old rules or new Code, the Court must consider what was a reasonable time to take for drafting a petition of right, which might have been drafted in three days. The petition went home, and on the 20th January the appellants received a reply that that was not the proper course to take. From 20th January till 27th February time was wasted in correspondence, and there was *laches* there again. He did not wish to lay down any general rule, but thought there was *laches* in this case and that the Court was bound by the decision in *Highton v. Trehearne* (43 L. J. Ex., p. 167) and the motion must be dismissed with costs.

The Acting Puisne Judge concurred, and held that the utmost limit of time for appealing was six months after the new Code came into force, i.e. up till 31st December, 1901, and the appellants were at least two months overdue. He quoted sections 606 and 710 of the new Code and considered that they applied to judgments already delivered. Section 606 provides that "(1) no appeal to the Full Court from any decision of the Court shall except by special leave of the Full Court be brought after the expiration of six months; (2) the period of six months shall be calculated from the time that the decision was pronounced." Section 710 provides that "this Code shall apply so far as may be practicable to all proceedings taken after it comes into operation in all causes and matters pending." The appellants had elected to take the alternative course in petitioning the King, and in his Lordship's opinion had deliberately abandoned their right to appeal in this Court, presumably because they thought they had no chance of succeeding on appeal. They might very easily have kept the time for appealing open, and apart from the delay in preparing their petition of right, they wasted valuable time in January and February in attempting to obtain concessions from the Government. It was a case of *laches* simply, and the motion must be dismissed.

The Court then rose.

MR. JOHN ROBERTS IN HONGKONG.

Mr. John Roberts the famous billiard-player has been on a visit to Hongkong, and has played several exhibition games during his sojourn here. On the 23rd inst. he appeared at the Chinese Club and played Mr. E. H. Hinds and Mr. A. G. Stokes, conceding 450 to the former and 475 to the latter in games of 750 up. In the game with Mr. Hinds, the champion won by 105, and in the second by 68. Mr. Roberts's best breaks were 91, 88 (unfinished), 76, 72 and 67 in the first game, and 211, 97, 83, and 68 in the second; Mr. Hinds's 19, 18, and 13; Mr. Stokes's 36, 22, and 19. The brilliant and scientific manner in which the champion used his cue called forth frequent applause. Mr. Roberts then played the same gentlemen "pyramids," conceding five balls to each: he won the game with Mr. Stokes and lost to Mr. Hinds. The proceedings terminated at 12.15.

On the 24th inst. at the Hongkong Club, Mr. John Roberts met Mr. E. H. Hinds at billiards, conceding him 650 points in 1,000. Scoring 46 in his second and 55 in his third attempt, the champion compiled his first 100 in seven minutes. He went on with 54, 46, 40, 46, and 85, and by these managed to reach 500, while Mr. Hinds (whose best breaks so far were 19, 31, and 41) got to 800. The game was adjourned for ten minutes, after which the odds-giver began to come up fast. By means of 85, 127, and 141 principally, he caught Mr. Hinds at 911 and finally reached his 1,000 with a 39 unfinished,

while the local man stood at 924. A large gathering of spectators watched the game.

On the 25th inst. at the Hongkong Club Mr. John Roberts encountered Mr. A. G. Stokes, conceding him also 650 points in 1,000. The game did not commence until 5.15 p.m. owing to a mishap to the electric lighting. Stokes started confidently, for after he had given a preliminary miss, off which the odds-giver made 15, he put together 34. He then ran to 700 against Roberts's 63. However, Roberts by means of 59 and 42 reached 200 to Stokes's 716. Stokes put on a 35, but Roberts followed with an 127. Stokes with a 30 break to aid him was able to touch 800 against 365, but Roberts got in an 86, and half-time found the score:—Stokes 832, Roberts 501. Soon after the resumption Roberts ran up a 56, bringing him to 561 against 861, while he attained the sixth hundred when his opponent was at 875. Next a break of 104 saw him at 769 against the odds-receiver's 888. A 92 soon followed, in answer to which Stokes ran up a 43. The score then stood:—Stokes 930, Roberts 880. The latter with a 51 almost caught his opponent, and at 948 they stood level, Roberts going on and by a break of 68 taking himself to 992. Stokes could not add to his 948 and Roberts reached the 1,000 while he stood at this score. Roberts thus won by 52 points. The game lasted just over two hours. Another large assembly of spectators gathered to watch the match.

CRICKET.

H.K.C.C. v. THE GARRISON.

In spite of the inclemency of the weather, this match was played to a finish on the 22nd inst.; and a very interesting and exciting finish it was. Neither side was playing its full strength, and naval men figured largely in the Club team, only four civilians, out of fifteen who were asked to play, coming up to the scratch. The Garrison batted first but started none too well, as four good wickets were down for 50. Thanks, however, to Capt. Radcliffe, who played a fine innings of 92, and useful scores by Wynne, Edmondson, and Preedy, they were able to reach the respectable total of 200. Capt. Radcliffe might have been stumped twice, otherwise there was no fault in his admirable innings. Major Wynne, too, hit hard and well for his runs. Dixon and Broadbent, with 3 wickets each, were the most successful of the Club bowlers. But the bowlers on both sides were severely handicapped by having to bowl with a slippery and sodden ball, consequently none of the analyses was very remarkable. Possibly for the same reason, the fielding of both teams was not faultless. The Club, on going in to bat made an even worse beginning than their opponents, as 3 wickets went down for 9 runs and, when 6 men were out for 87, it looked any odds on the Garrison winning. However, once more "the glorious uncertainty" of the game was demonstrated, and Billings, ably assisted by Huskinson, Goldsmith and "Dame Fortune," took the score to 168 before being dismissed for an invaluable 54. Even then things looked none too rosy for the Club, as, with 9 wickets down, they were still 32 behind, but Lampen and Fitch were equal to the occasion, and, by hard hitting and a little luck, knocked off the necessary runs, leaving the Club victorious by one wicket and 9 runs. Special mention must be made of the last hit of the match—a very fine drive clean out of the ground by Lampen. In the early part of the innings Dixon again proved himself to be a tower of strength to his side and hit hard and well for 40. Preedy was by far the most successful of the Garrison bowlers, though his 6 wickets were somewhat expensive. The following are the scores and analyses:—

GARRISON.	
Lt. F. Hayhurst, R.W.F., c sub, b Dixon	17
Capt. Krickenbeck, B.I., b Dixon	12
Lt. Venables, R.W.F., b Fitch	0
Sergt. Meggo, R.A., b Fitch	0
Capt. Radcliffe, R.E., b Goldsmith	92
Lt. Edmondson, R.A., b Broadbent	14
Major Buttanshaw, A.S.C., b Broadbent	7
Major Wynne, R.A., b Billings	34
Lt. Fanshawe, R.A., b Broadbent	3
Corp. Preedy, R.W.F., c Campbell, b Dixon	12
Q M. S. James, R.A., not out	1
Extras	7
Total	200

H.K.C.C.	
E. Mast, c Venables, b Preedy	4
F. M. Broadbent, R.N., b Hayhurst	0
W. Dixon, b Hayhurst	40
A. U. Campbell, R.N., c Meggo, b Preedy	0
A. G. Ward, b Preedy	11
G. M. Billings, b Preedy	54
Dr. Huskinson, R.N., b Preedy	16
A. N. Goldsmith, R.N., c Edmondson, b Preedy	31
Smyth Pigott, R.N., b Krickenbeck	0
Lt. Lampen, R.M.L.I., not out	26
E. W. Fitch, R.N., not out	20
Extras	7
Total	209

BOWLING ANALYSES.

GARRISON.				
	O.	M.	R.	W.
Dixon	10.4	—	36	3
Fitch	9	—	34	2
Billings	8	1	33	1
Goldsmith	8	—	32	1
Campbell	2	—	16	—
Broadbent	7	—	41	3
H.K.C.C.				
	O.	M.	R.	W.
Hayhurst	10	1	73	2
Preedy	15	—	107	6
Krickenbeck	4	—	22	1

HONGKONG VOLUNTEER CORPS.

ANNUAL INSPECTION.

The annual inspection of the Volunteer Corps by Major-General Gascoigne took place on the polo ground at Causeway Bay on the 22nd inst. in unfavourable weather. The slight drizzle of rain falling in the morning continued throughout the afternoon, and, besides being penetrating, left the roads in an extremely sloppy condition and made the march to and from the parade ground anything but pleasant—this being especially the case on the return journey to headquarters, when the Field Battery and the Machine Gun Companies had to drag their guns with them over the muddy, slippery roadways. Volunteers, however, like their brothers in the regular army, must take the weather as it comes, particularly on inspection day, when nothing can be suffered to militate against a successful review. That this important fact was fully grasped by the members of the Corps had ample proof on Saturday, for out of a total strength of 318 no less than 264 men answered to the roll-call. Of the remaining 54, 24 were sick and 8 absent under medical certificates, so that 22 only failed to attend, and of these almost a dozen are out of the Colony on leave.

The inspection at Causeway Bay was not an arduous one. Major-General Gascoigne, who was accompanied by three staff officers, responded to the customary salute and then examined the men's accoutrements. This done, the Corps marched past; the Field Battery leading and the Machine Gun Companies and Infantry following in the order named; an advance in review order concluded the serious part of the afternoon's programme.

The Corps having formed up in three sides of a hollow square, facing inwards, Major-General GASCOIGNE addressed all ranks in very eulogistic terms. Beginning by saying that he had nothing to add to the remarks he had given expression to on previous occasions, His Excellency went on to state that the inspection had been a highly satisfactory one, alike in the numerical strength of the parade and in the manner in which the evolutions had been carried out. It was a sincere pleasure to him to see the serious way the regiment was assuming the responsibilities incidental to its existence, and he trusted that such praiseworthy efforts would not be permitted to relax, for, as had already been said, the Corps now occupied an important place in the defence scheme of the Colony. While the regiment had considerably advanced in efficiency since he took over the command of the Garrison here, Major-General Gascoigne desired to say that personally he took no credit for what had been accomplished in that direction; the honour lay with the officers attached to the Corps, and in no small measure with the present acting Commandant, Major Chapman. Captain Pritchard had now been appointed to the position of Commandant, and with his arrival here, which was expected shortly, would begin a new influence that could only tend to the continued betterment of the Corps.

Continuing in the same strain, His Excellency said that the regiment had that day been paid the highest compliment almost possible for it to receive, for at a special meeting of the Executive Council convened by him to discuss the question it had been decided that those best entitled to represent the Colony at the forthcoming Coronation of His Majesty were the men who gave their services to the Colony free. A telegram had been received from the Secretary of State to the effect that the home authorities were willing to have a representative contingent from Hongkong to take part in the Coronation procession, and it had been unanimously decided by the Executive Council that the formation of that contingent should be left to the Volunteer Corps. That those selected to go home to London to represent the Colony would acquit themselves as men, as true soldiers of the King and the Empire, he was fully confident.

Major-General Gascoigne afterwards presented the Challenge Shield to "C" Machine Company, which has won it two years in succession.

On returning to Headquarters, Major CHAPMAN, before dismissing the parade, expressed his thanks to all ranks for the enthusiasm with which they had acted under his command. As to the men to be selected to go home in connection with the Coronation, it had been decided by His Excellency the Officer Administering the Government to call for more names, in order to facilitate the work of selection. Those who were chosen to go to London would be carried there and back at Government expense, and would travel according to their rank; in London they would probably be quartered in barracks, and would be under strict military discipline. Concluding, Major Chapman said that names should be sent in as soon as possible, as many arrangements would have to be made, including the providing of new uniforms.

The parade was then dismissed.

In connection with the Coronation contingent, we are informed that up till Saturday afternoon sixty-one names had been sent in to Headquarters.

FOOCHOW RACES.

FIRST DAY.—19th March.

The Flyaway Stakes.—Capt. Hope's *Recorder*.
The Spring Cup.—Mr. Madagaskar's *Malgache*.

The Amoy Cup.—Capt. Hope's *Adonis*.
The "Sirius" Cup.—Capt. Hope's *Recorder*.
The Hack Stakes.—Mr. Dorset's *Knightly*.
The Yuen Foo Stakes.—Mr. Madagaskar's *Malgache*.

The Nantai Stakes.—Mr. Oswald's *Sirius*.

SECOND DAY.—20th March.

The Fohkien Cup.—Mr. Graham's *Persian Rose*.

The Min Cup.—Mr. Madagaskar's *Malgache*.
The Lottery Cup.—Mr. J. S. Bruce's *Ace of Hearts*.

The Stand Cup.—Mr. Min's *Sans-à-tout*.
The Consolation Cup.—Mr. Min's *Chicane*.
The Champion Stakes.—Mr. Oswald's *Sirius*.
The Welter Cup.—Capt. Hope's *Recorder*.

There were only twelve ponies (excluding hacks) entered altogether. The consequence was that only five were qualified for the Consolation, and eight for the Champions.

The following items are from the *Foochow Echo* of the 15th inst.:—H.M.S. *Talbot* arrived at Pagoda Anchorage on the 8th inst.—The cruiser *Friant* arrived at Pagoda Anchorage this morning, bringing the French Minister, who immediately proceeded to visit the Viceroy in the city.—If the weather continues as fine as at present over next week Foochow will have a good time of it. There is to be a cricket match on Monday, racing on Wednesday and Thursday and no doubt the return hockey match, Foochow v. H.M.S. *Talbot*, will be played on one of the other days.—On Thursday the Foochow Lawn-Tennis and Cricket Club played a match against the officers of H.M.S. *Talbot* which resulted in a win for Foochow by 6 goals to 5. [Among the Foochow players in this match we notice the name of Von der Pfordten, the late Hongkong footballer].

CIVILISING THE MALAY.

[FROM A SPECIAL CORRESPONDENT.]

Singapore, 15th March.

Of the various civilising experiments to which the Malays have been subjected since their contact with white influence, none surpasses in instructive value that yet developing in the Federated Malay States. The story covers transition in a few years from wanton rule to orderly control. Malays doubtless held high station in earlier centuries. Pride of bearing, hospitable impulse, and disdainful courage survive from the original stock. But when racial decadence opened the way for encroachment, and Chinese adventure pushed its pioneers into the Peninsula, that region became a breeding place for outlawry. The cohesive attraction which had held the Malays together as a people could not withstand this strain upon it, and the race split into tribes occupying separate districts, and with no community of interest. Jealousy and feud crept in, internal strife, corruption and bribery prevailed, and human life, ever lightly regarded in the East, had no protection or safeguard whatever, except in the readiness of the individual to defend himself. Intrigue, robbery and murder at home, and piracy abroad filled the common thought. A condition of savagery must have resulted had not English intervention been sought and extended. The effort at redemption encountered obstacles, some of which had to be removed by military force; but it has never moved backward, and its successive steps in the last 28 years have worked in these States a transformation almost without parallel, and have added a memorable chapter to English colonial history.

In a limited degree only may comparisons be justified between the Malay States and the Philippines. Whatever the shortcomings of Spanish rule, it maintained at least the appearance of an undivided sovereignty and of accountability to a central power. Its dealings, however, were with racial elements quite like those in the Peninsula, Malay in the beginning, and disclosing later a strong Chinese infusion. The veneer of civilisation with which Spain overlaid this composite appealed neither to its loyalty nor to its interest, and character and tendencies in the peninsula and the Philippines have probably always been closely allied, and so remain. Methods may differ with conditions and purposes in handling the wards in the present world movement. Administration by one Government need not taken pattern from that of another, but when policies part on the essentials of fair dealing and consideration for native welfare, better illustration of results can hardly be found than has been furnished within a few years, with people strikingly alike in origin and racial development, in the Philippines under Spain and in the Malay Peninsula under England.

Sovereign rights affect not at all these results, for while Spain owned and England merely supervised, rule was no stronger or more complete in one case than in the other. Why these growths from the same trunk fruited respectively in revolt and in prosperity and contentment; in a divorce of interest and aspiration, against a relationship so close as to amount to actual allegiance in everything except name; in implacable hatred and intolerance, against an affection thoroughly loyal and steadfast, are questions to be answered by reference to the disposition with which government was undertaken and carried on in the two territories. Since Philippine government now promises to be conducted on humanitarian lines as broad as those applied to the Peninsula—although varying radically on treatment—the successes recorded in the Peninsula may furnish at least partial forecast of what may occur in the Philippines when conditions there shall have become pacified.

British policy in general has always been to interfere as little as possible with the manners, customs, methods, and prejudices of the people, to let them alone in their religion, to attract capital for the development of natural resources, to encourage labour immigration—the native product being constitutionally averse to that sort of service—and to make the land attractive for industrial and commercial uses by the

construction of roads, of railways, and by works of drainage and irrigation. Security for life and property were furnished by systems of police and courts. Free hospitals and schools were opened, and land titles were adjudicated and fixed. Naturally the British free trade policy became operative, with the abolition of import duties, except on opium and spirits, and of all restraints on trade, commerce, and industry. There were three States under British protection in 1875, whose combined revenue was \$409,394, and whose expenditure was \$436,872. In 1889, four States had a combined revenue of \$5,013,000, with an expenditure of \$4,910,078, the new State contributing to revenue \$30,390 and being responsible for the expenditure of \$142,620. Federation was established in 1896, the administration having previously been through Resident Councillors. Under the amended arrangement, the native rulers agreed to constitute their territories into a federation, to be administered under the advice of the British Government; to accept a Resident-General, in addition to the separate State Residents; to render one another such assistance in men, money, and otherwise, as the British Government might advise; and to send a body of armed Indian troops for service in the Straits Settlements, should war break out between England and any other Power. Revenue in the year in which federation went into effect amounted to \$8,431,083, and expenditure to \$8,598,147. In the last fiscal year, the figures reached \$15,609,807 and \$12,728,930. Tin, the principal source of revenue, contributed \$7,000,000 to the assets of the year, railway receipts furnished \$2,000,000, land revenue \$700,000, and posts and telegraphs nearly \$200,000. The assets of the States include more than 300 miles of railway, 1,300 miles of cart road, 1,400 miles of telegraph, an irrigation scheme which is about to throw open to development 60,000 acres of land in one of the States, and waterworks, wharves, hospitals, prisons, schools, and a full equipment of public buildings. Under federation, revenue nearly doubled and showed an increase as great in figures as had occurred in the marvellous progress of the preceding twenty years.

Comparisons have been drawn from these figures by the Resident-General, Mr. Treacher, in which he shows that the revenue of the States is larger than that of any of the British Crown Colonies, with the exception of Ceylon, and that even Ceylon stands second in respect to surplus in the last fiscal year. The States contain 26,300 square miles, a population of 676,138, and in sterling the revenue was £1,561,000 and the expenditure £1,273,000. Ceylon, with 25,362 square miles, and a population of 3,391,443 produced a revenue of £1,727,000 and expended £1,633,000. The Straits Settlements which stand sponsor for the States and political guide to them, seem so small by comparison as to be suggestive of the tail wagging the dog. They contain 1,542 square miles of territory, a population of 572,249, produced a revenue of £538,684 and expended £601,643.

The mining has been the most profitable industry. Those who incline to caution in regard to the future of the States doubt whether expectation may not run too high, in view of the large shipments of ore from alluvial deposits every year. Sir Frank Swettenham, Governor of the Straits Settlements, commenting on the apprehension that the mines must soon be worked out, says:—"I do not share these views, except in so far as I agree that about 500,000 tons of tin, worth over £40,000,000, have been exported in the last 15 years. The supply has been unquestionably reduced by that amount; but just as it is certain that tin has been worked in the Malay Peninsula for centuries, so I believe it will still be produced there centuries hence. No doubt the industry has grown in recent years to very large proportions, but it would take a long time to work out the alluvial deposits in the lands already alienated, and these comprise but a fraction of the unexplored lands which still remain, where there is every reason to believe the mineral will be found in paying quantities. This only applies to alluvial deposits. No one can guess what are the reserves of ore in underground rock formations. The Government has not, however, overlooked the fact that in its export of tin its capital

was being reduced, and it has made an effort to supply another and more useful investment by the construction of railways, from part at least of the revenue raised from the royalty on tin. Since British protection the royalty on tin has yielded a total of \$47,000,000, and the Federated States have in the same time expended \$3,000,000 in the construction of railways, to which will be added another \$6,000,000, before the close of this year, when they will own 360 miles of fully equipped railways, constructed without the assistance of any borrowed money. Since the first section of railway was opened, the traffic receipts, up to the end of last year, amounted to \$12,500,000, and the profits after payment of maintenance and working expenses, give a return of over eight per cent. on the capital expended. However valuable the tin may be as a reserve, while lying in the ground, it is probably of greater public advantage to have a railway system which helps the country—miners, planters, and traders alike—while yielding a considerable amount of revenue, and affording employment to a large number of people.

Development in tin mining may find no parallel in the Philippines, but it may be noted that although tin had been taken from the Peninsula for centuries, the industry in earlier years was precarious and only moderately productive. In the disturbed conditions that prevailed, a miner could become prosperous safely only if he were strong enough to defend his property. Otherwise, his operations were attended with as great risk to person and property as were ever mining operations in the Philippines under the blighting greed of Spanish officials. Miners got their first fair opportunity under British protection, which opened the field quite as unreservedly and insured the legitimate product of private or corporate enterprise as completely as can now occur in the Philippines. Possibly the tin taken out in the earlier years may have been worth more than the gold obtained from the washings in the Luzon hills, but in general mining was conducted under disadvantages so grave as to justify comparisons between the Peninsula and the archipelago. When the field became free in the Peninsula, and individual rights were guaranteed real development began. Until then there was small incentive to explore the wealth of the land, which since then has yielded many fortunes and has brought to the States a degree of prosperity rare for a like area in any part of the world. The Peninsula had no such ready made advantages as nature bestowed on the archipelago. Its agricultural product was rice grown in quantities barely sufficient to feed the inhabitants. Many would have starved, had they relied on this product. Only a small proportion of the land ever knew cultivation, and the abounding jungle and swamp barred approach to much of it. Railways and roads have virtually created a territory of vast fertility, to be enriched further by irrigation until, quite apart from the mines, products are assured from the States as varied and bountiful as may be had in any tropical region. Experiments have not yet tested the capabilities of the Peninsula in tobacco and hemp, nor is it supposed that the Peninsula will develop those staples of wealth as has the archipelago, but in coffee, tea, cinchona, pepper, rubber, and various fruits, the outlook is promising; there are undoubted possibilities in sugar; and inspection of the forests has encouraged the hope that in this line may be developed one of the most important industries in the States.

Disinclination to undertake ordinary labour characterises the Malays here, as elsewhere. Some of them have become well-to-do through the accident of ownership in land which others mainly Chinese, were glad to rent for mining, and to pay well for it. Chinese furnish nearly all the miners, as well as the operators. They have succeeded, employing primitive methods, where Europeans have failed, and mining promises to remain in their hands. That accounts for the great increase in the Chinese population, from 163,000 in 1891, to 303,000 in 1901. In Perak and Selangor, the great tin producing States, the Chinese outnumber the Malays by 78,000. Malay population has advanced, however, from 230,000 in 1891, to 313,000 in 1901, and the increase has been more

uniformly distributed among the States than has that of the Chinese or of any other race. Total population of the States has reached something more than 676,000, an increase of 61.55 per cent. in ten years. It may not be that the Malay increase originated wholly within the States for the comfortable conditions there have doubtless attracted Malay immigration from neighbouring districts. But the birth-rate has been noticeably large, reflecting general happiness, a satisfying prosperity, and wholesome living.

What federation has done for the Malay must be measured by standards of government. While commerce and industry are of course dependent upon orderly rule, the Malay contributes so little to either of these lines that the contentment which he manifests is to be traced to causes bearing only remotely upon pecuniary considerations. Mr. Treacher, in discussing this question, says that the reply to it is that protection has given to the Malay security for life and property unknown before to the common people, when wives, daughters and property were at the mercy of the aristocracy; it has given him a permanent title to his land; it has established for him means of communication by road and rail; it has opened for him a local market for his labour and his produce; it offers him free education for his children, free hospital treatment, and medicines when sick, and banks where he can deposit at interest his small earnings; it has abolished slavery and piracy and practically put an end to the scourges of small-pox and cholera; it has helped to drain and irrigate the padi-fields, contributed to the cost of mosques, opened to the native offices under the government at good salaries and secured pension, and disposed of arbitrary taxation, forced levies, and compulsory labour. In return for these benefits, he pays to the Government only a small annual quit-rent, if he is a landholder, and nothing on the products of his labour, whether he may sell them in the home market or export them.

Malays attend the schools only moderately well. They cultivate the rice fields, and many of the educated among them get clerkships in public offices and in commercial houses. There are 193 vernacular and State-aided schools in the States, with nearly 9,000 pupils, many of them Chinese. In most of the vernacular schools, a special teacher is engaged to give instruction in the Koran. Hospital patronage is mainly Chinese, but the Malays have cheerfully submitted to measures for sanitation, and the pests to which Mr. Treacher alludes, dreaded in the Peninsula in other years as is the visitation of a typhoon in the Philippines, and demanding victims in every district, have been stamped out.

The native may work as little as he likes. It does not make him at all envious to see others about him taking wealth from land that might be his. The dainty taste that once distinguished him in the murderous kris, fashioned to outlike a razor, yet embellished with inlayings of gold or silver, the handles in exquisite carving in bone, ivory, or rare woods, finds expression now only in the colour blendings and draperies of the sarong which hangs like a close fitting skirt from his waist. Now that the kris forms no longer part of the everyday outfit, and men may go safely about the settlements unarmed, the old art has been laid aside, and has left no worthy successor. Managing to get on to-day, the native borrows no worry for the future, and does not take life seriously otherwise, beyond his necessities. There is not a sordid atom in him. He is genial, generous, strong in his attachments, ready to risk anything in service that he deems exalted, inclined to a dependency which will not degrade him, and most obliging and responsive under decent treatment. He likes his own way, and is sensitive to slight; and gratitude, and trust are within the range of his emotions, although neither may yet have been convincingly displayed in the Philippines. Metaphor may be strained which designates him as the gentleman of the East, but his instincts are likeable, and improved acquaintance with him prompts the wish that the energy which he is ever ready to exhibit in lines where courage and daring shine might be broadened for more practical account. English care has not advanced him in that direction.

THE HONGKONG JUNTA.

The following, says the *Manila Times*, is an open letter sent out in printed form by one of the Hongkong Junta, Venancio Concepcion, who is about to give up the isolated and useless struggle and is anxious to return to his native land and settle down once more with his family. The epistle is addressed to the Filipinos at large and gives his reasons for his present action. From late advices from Hongkong it appears that the letter voices the sentiments of the majority of the Junta, although a few still cling to the phantom of independence and desire to prolong, in every way possible, opposition to the United States.

The following is the translation of a "manifesto". It is printed in and dated from Hongkong, January 31st:—"More providential events than those resulting from the efforts of men, and which will be noted in the ineffaceable pages of history, have given you a conception of the sublime ideal of liberty. As your faithful son, I swore blind obedience, and I cheered for your life, brandishing the arm which you had placed in my hands for the defence of our sacred rights. But as I now see you resigned to the dictates of Fate, I think the time has arrived, on the principle of *noblesse oblige*, for me to relinquish my task, by giving through the efforts of my feeble pen an account of what I have done, before I enter the life of what is my sacred duty towards my family.

"In thus realising my task, I do not wish to pose, and much less to minimise the reverses which your fate has met, and over which you still mourn. I knew the first is due to human nature, and in the second I am even a partisan. I therefore wish to place matters in their proper light, for the peace of my conscience.

"I endeavoured in an honourable and dignified manner to carry out the duties with which you had entrusted me, forsaking the dear faces of my family and my personal interests, from that night of the 4th November, 1898, in the land of the Hongas, in Panay. Thereafter you sent me to Luzon in January, 1899, entrusting me with posts of honour in the battles of Bulacan, Nueva Ecija, Pampanga, and Tarlac, when you thought fit to place me under the immediate orders of your first Chief Commander, Sr. Aguinaldo, as chief of his general staff, being followed through Pangasinan, Union and Lepanto, and in the mountainous districts of Hocos Tiagan, Lepanto and Bontoc, until the 14th December following, when I presented myself as an envoy of your forces to suggest the suspension of hostilities to the then head of the American military forces in Cagayan, Lepanto, by whom I was received and detained until I was brought before General Otis, who, owing to the circumstances and conditions of the country, ordered me to prison. I was incarcerated on the 18th December in the Anda Street police station, where, I must state with all justice, I was well treated and received the utmost consideration from my captors.

"In regard to the advice given by certain members of your ephemeral government, which was covenanted with the consent of the local authorities, I took the oath of allegiance towards the United States on the 23rd of June, 1900, as being the protectors of your rights and liberties, but this form was rejected and I was held prisoner until the 26th of the month, when, after deliberation with your pro-consuls in regard to your rights being ultimately recognised, I swore allegiance to the American sovereignty, upon which I was given my liberty, conditionally on my reporting myself every Saturday to the provost-marshal, which I did, and it was only in the middle of the month of July, 1901, that this formality was waived.

"Notwithstanding such a rigorous supervision, and in spite of the numerous and dangerous mistakes which were then being daily committed, and the uncharitable manner in which certain of my actions were looked upon, it is nevertheless a well-known fact that I unconditionally placed my poor services at your disposal, with the same disinterestedness with which I have always acted, when I was sent by you to come here and work in the interests of peace, and I again abandoned my family hearth and home and came here where I now find myself, depending upon the small pittance you

and your children care to send me from their own private resources."

"Unfortunately for me, as with a good many others, and unfortunately for you also, I have been unable to accomplish anything favourable, but time and history are the best and infallible judges, and on them will depend the outcome of the future.

"In fine, appreciating the value of your committee here, I suggested the sending to America of some of your sons, even offering myself for that purpose, if my services were considered worthy and sufficiently valuable, in order to beg of Congress to determine on your fate and thus bring about the prompt termination of the war which is spilling so much blood on all sides. All was in vain, however. Your countryman was right when he said, 'We have fallen to such a depth of moral prostration, that good intentions count for naught with us, and what is worse, we mock the natural sentiment of humanity. Our people are sinking into a pit through the fatality of circumstances. Civic virtues are laughed at and it now seems to be the rule that everything is in accord with what unforeseen circumstances may have in store for us.'

"Personally to the above I must add, if these twenty men, with certain honorable and respectable exceptions, whom we thought representatives of the people, have been influenced by any form of flattery, then all I can say is—'put out the lights and let us go home.'

"I think my mission is now ended, and I shall soon be among you again, but before concluding, allow me to state the following:—

"All the energies of my youth having been reduced to ashes, my small fortune having vanished, and I am even owing money at present, the education of my children having been neglected, and without even a home to give them a modest shelter, and having come to the direct necessity to feed my poor family, I hope you will now grant me the indulgence I crave and allow me to retire from the arena of politics, and fulfil the duties of the good father of a family.

"Kowloon, January 31st, 1902.

"VENANCIO CONCEPCION."

THE KIDNAPPED RAJAH.

Southern papers discuss the question of the kidnapped Rajah of Patani at some length. This is what the *Malay Mail* has to say:—

"The kidnapping of the Sultan (or Rajah) of Patani is likely to be a bad day's work for the Siamese Government. Mr. Annandale, the explorer, who was for some months in that State, told us when he was in Kuala Lumpur, a day or two ago, that there was a great deal of friction between the Siamese officials and the Rajah and that although he and his friend were cordially welcomed by the Rajah they were never allowed out of the sight of certain Siamese, told off to watch them and report their every movement to Bangkok. He described the State as reeking with intrigue and ripe for rebellion against the Siamese suzerainty. The Malays had all sorts of wonderful ideas, one of which was that our old friend, Mr. Skeat, was coming out from home to rule the State, and so firmly did some of them believe this that they sent that gentleman several very polite letters. One attempt had already been made to poison Mr. Annandale and his friend—or at least they firmly believe so—and when Mr. Annandale left here to return to Patani, he said to us, with a laugh, 'I expect somebody will try to poison me.' As a matter of fact, although both the Malays and the Siamese look upon these explorers as merely hiding a political mission under the guise of a scientific expedition, Mr. Annandale and his friend are solely interested in the country from the latter point of view. A glance at the map will show that British interference in Patani seals the fate of Siamese Malaya. Nobody doubts for a moment that ultimately all the Malay States will come under the British flag: or, if anybody does doubt this, let him read the history of India for the last hundred years. How it will come about or when, nobody can say, unless it be the present representative of British Power in this part of the world. Query: Will H.E. interfere at this stage of the proceedings? Or is the whole business pre-arranged as an excuse to smoothe

the susceptibility of the Siamese nobility when the King of Siam quietly makes a transfer nominally under compulsion? Of one thing we may be sure, it would be impossible to find a gentleman more fitted to deal with the situation than the present Governor of British Malaya."

The *Siam Observer*, an inspired journal, in its issue of the 8th inst. says:—

"In reference to the rumours that have been circulated regarding the Rajah of Patani, we believe the following is a substantially accurate account of what has taken place. The Rajah had placed himself in a very serious position by an apparent deliberate disobedience to the Siamese Government. That trouble has been indicated by the letter of 'Tourist' in a Singapore contemporary on which we have more than once commented—though the indication was not perhaps, in the exact direction set forth by the writer. It would seem that the Rajah's attitude in regard to the promulgation of a new law must have brought matters to a crisis. Every possible opportunity appears, at the same time, to have been given to the Rajah to consider his position. H.E. Phya Sri Sahadheb, Vice-Minister for the Interior, was commissioned, with full powers to deal with the matter on the spot. The Vice-Minister, accordingly, proceeded to Patani and discussed matters with the Rajah personally. If our information be correct His Excellency urged the Rajah in the strongest manner to fulfil his duty by promulgating the new law in question, but the Rajah could not be prevailed upon to give a definite and immediate reply. He would think about it or see about it, or something of that kind. The Vice-Minister refused to be put off with what seemed an evasion, and eventually, and other means having failed, the Rajah was ordered to accompany the Vice-Ministers on board the Siamese gunboat. He was then taken to Singora, where for the present he remains under surveillance, pending further proceedings for the settlement of the matter. As there is a Siamese Commissioner stationed in Patani, the administration will not suffer, and it is to be hoped that the Rajah will be quickly brought to reason. Possibly the crisis is more the fault of his advisers than of the Rajah himself. After having fulfilled his mission Phya Sri Sahadheb proceeded to Singapore there to join the Royal party. He had left Bangkok three days before the Royal journey commenced. The visit of the Majesties to Singapore to bid farewell to Prince Nakorn Swan had, of course, nothing to do with the Patani incident. The Royal yacht did not go to Patani at all, but proceeded straight to Singapore for Bangkok, returning by the eastern route."

The *Siam Free Press* does not guarantee the truth of the tale which has reached it in rumour form, but believes it to be founded on fact, and that the Rajah was arrested for intriguing with the British.

HONGKONG.

An amah employed in the Government Civil Hospital committed suicide on the 22nd inst. morning by hanging herself in her room.

The visitors to the City Hall Library and Museum last week were 271 non-Chinese and 96 Chinese to the former institution, 46 non-Chinese and 2,594 Chinese to the latter.

At the Hongkong Chess Club on the 24th inst. Mr. P. W. Sergeant played nine of the other members simultaneously. The single player won 7 games and lost 2 (to Messrs. P. C. de Souza and E. F. Moses). The games took one hour and three-quarters in all.

On the 23rd inst. Club race No. 10 of the Royal Hongkong Yacht Club was sailed in one of the best breezes experienced in the Colony. The One-Design class race ended thus:—*Colleen*, 1; *Erica*, 2; *Kathleen*, 3. The race for the Championship class ended in a victory for the *Bonito*.

From the returns of stamp revenue for February 1901 and 1902 it appears that there has been a decrease in the latter month of \$5,252.83. Of this loss Conveyance or Assignment account's for no less than \$10,000, while Adhesive Stamps show a drop of \$2,046.88. The principal increases are shown in:—Bank-note Duty, \$2,072.06; and Probate, or Letters of Administration, \$1,964.

The King's Exequatur empowering M. P. L. C. Claudel to act as Consul for France in Hongkong has been signed.

The Rev. G. A. Gussmann has been recognised as President in Hongkong of the Basel Evangelical Missionary Society.

Major-General Gascoigne made his annual inspection of the Royal Garrison Artillery at Victoria Barracks on the 25th inst.

On Tuesday night the European staff of the Aberdeen Dock, numbering about forty, gave a dinner to Mr. J. Hand, superintendent, who is shortly leaving for home. Mr. N. Munford Lloyd's surveyor, occupied the chair, and, after the customary toasts and speeches, presented to Mr. Hand, on behalf of the members of the staff, a gold hunting watch, on which was the inscription:—"Presented to Mr. J. Hand by the staff of the Aberdeen Dock, as a mark of esteem.—Hongkong, March, 1902." The evening was a most enjoyable one.

H.M. sloop *Rinaldo*, the *Plover's* relief on this station, arrived from Sandakan on Wednesday morning. She, like the *Mutine*, is a sister-ship of the ill-fated *Condor*, and is a sheathed sloop of 980 tons displacement and 1400 i. h. p. Her armament is six 4-in. Q.F. and four 3 p. guns, her speed 13.25, and her complement 130 men. Commander D. St. A. Wade is in charge. A collision occurred on 9th December last between the *Rinaldo* and the battleship *Sanspareil* in Sheerness Harbour. Whilst the *Rinaldo* was slowing to get her head in the direction of the mouth of the Medway to leave on her commissioned steam trial, she went broadside on to the *Sanspareil*, coming into contact with the battleship's anchor bed, which made two rents in the sloop's port side. The *Sanspareil* only had three awning stanchions damaged. The *Rinaldo* is to have certain changes in her rigging made at the Hong kong dockyard. These will include the removal of yards from the masts.

H.M.S. *Astraea* arrived here from Woosung on the 24th inst., and left for home on the 27th inst.

H.M.S. *Orlando* left for home on the 25th inst. H.M.S. *Alacrity* left for Pakhoi and H.M.S. *Pique* for Shanghai. The U.S. flagship *New York* departed for Amoy.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO UNITED KINGDOM AND CONTINENT.

	1901-2	1900-1
	lbs.	lbs.
Hankow and Shanghai...	—	—
Amoy and Formosa.....	396,839	575,504
Foochow.....	—	—
Canton.....	—	—
	396,839	575,504

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1901-2	1900-01
Shanghai.....	—	—
Amoy and Formosa.....	15,290,088	16,424,161
Foochow.....	—	—
	15,290,088	16,424,161

SILK.

CANTON, 15th March.—Re-reels.—Transactions reported meanwhile for export are: 20 bales No. 1 at \$640 and 30 bales No. 2 at \$625. The former grade is in active request for native consumption and what little remained has now been cleared off the market at \$690. No further supplies are expected. Filatures.—Since last issue, the market has fallen very quiet, the demand, both from Europe and America, having nearly ceased. Latterly a few weak holders have accepted offers at \$20 to \$40 lower than the prices last given, while others are only willing to make concessions of \$5 to \$15, so that for the moment prices are irregular and the tendency unsettled. Short-reels.—Demand has almost ceased and only a few transactions are reported. Prices have slightly weakened, there being a few holders who are anxious to sell. Waste.—Buyers of Steam Waste having withdrawn before the high prices asked, concessions are now obtainable from some holders of ready stock. Markets in the interior, however, continue to rule very strong on the basis of \$115 for Extra Selected and \$96 for Extra-Extra opened.

CAMPBOR.

HONGKONG, 27th March.—No arrivals.

SUGAR.

HONGKONG, 27th March.—There is not much change in the position of the market. Quotations are:—

Shekloong, No. 1, White.....	\$8.45 to \$8.50	pci.
do. " 2, White.....	7.58 to 7.60	"
Shekloong, No. 1, Brown ...	6.03 to 6.05	"
do. " 2, Brown ...	5.90 to 5.95	"
Swatow, No. 1, White.....	8.42 to 8.45	"
do. " 1, White.....	7.45 to 7.50	"
Swatow, No. 1, Brown ...	6.00 to 6.03	"
do. " 2, Brown ...	5.78 to 5.80	"
Foochow Sugar Candy.....	13.05 to 13.10	"
Shekloong "	11.20 to 11.25	"

RICE.

HONGKONG, 27th March.—The prices are declining, market being quiet. Quotations are:—

Saigon, Ordinary.....	\$2.80 to 2.85
" Round, Good quality	3.75 to 3.80
" Long	4.05 to 4.10
Siam, Field mill cleaned, No. 2	2.85 to 2.90
" Garden, " No. 1	3.25 to 3.30
" White.....	3.80 to 3.85
" Fine Cargo	4.10 to 4.15

COTTON.

HONGKONG, 27th March.—Small parcels of superior grades were under a little enquiry at a slight decline. Medium and inferior were more or less neglected. Stock, about 9,500 bales.

Bombay,	20.00 to 22.00	piculs
Bengal (New), Rangoon,	22.00 to 23.50	"
and Dacca,		"
Shanghai and Japanese,	28.00 to 29.00	"
Tungchow and Ningpo,	28.00 to 29.00	"

Sale: 350 bales.

YARN.

Mr. P. Eduljee says in his Report, dated Hongkong, 27th March:—To-morrow being Good Friday, this report is issued a day earlier.

There is as yet nothing of importance being done in the interior. The rains are still holding off, but the weather is now threatening, and until these are well over and new rice planted, very little country demand may be looked for. Meanwhile our local market continues steady and strong in sympathy with Shanghai, where despite heavy importations from Bombay as well as from this port, demand appears to show no signs of abatement owing to the dearness of Japanese spinnings. No. 20s. have been in good request, but scarce, and have advanced \$1 to \$2 per bale; No. 16s. and 12s. continue steady at quotations, but owing to the disturbed condition of Kwang-sai—the principal outlet for No. 10s.—this count has been neglected and may be called 50 cents to a dollar weaker. With moderate receipts and larger offtakes our estimate of stocks shows a substantial decrease on last figures and under normal conditions would not have failed to attract the attention of dealers.

Local Manufacture:—The trade in locally spun thread is advancing with steady strides. The yarn is rapidly rising into favour in our neighbouring country markets and replacing some of the imported spinnings. Settlements during the interval amount to about 1,100 bales No. 10s. and No. 12s. (both new and old tickets) at from \$91 to \$91½ and \$94 respectively, all forward delivery.

Japanese Yarn:—Nothing doing and in a disappointing condition generally.

Raw Cotton:—The market for Indian descriptions has been dull, and the heavy receipts, coupled with dear money and a small offtake, produced a slump in prices, more especially for ordinary Bengals. As was anticipated, exports to Japan have ceased, the recent heavy shipments from India and China on consignment account having glutted the markets in Kobe and Yokohama. Sellers here have been very keen to meet any demand which offered and the business of the fortnight aggregates 367 bales ordinary to Super-fine Bengals at from \$20½ to \$23½, leaving an unsold stock of nearly 11,000 bales. China Cotton is quiet. Quotations are Indian \$17 to \$24 and China \$27 to \$29.

Exchange on India has fluctuated slightly and closes to-day at Rs. 133 for T/T and Rs. 133½ for Post. On Shanghai 73½ and on Yokohama 13½ per cent. premium.

The undernoted business in imported and local spinnings is reported from Shanghai during the fortnight ended the 22nd instant, viz:—

Indian:—Have been in good enquiry and prices at the close are firm. Total sales 13,450 bales, comprising 7,125 bales No. 10s., 550 bales No. 12s.,

2,525 bales No. 16s., 2,750 bales No. 20s., and 500 bales of No. 6s., market closing strong. Estimated unsold stock about 29,000 bales.

Japanese:—Total sales 3,000 bales on the basis of Tls. 85½ for No. 10s., and Tls. 91½ for No. 20s., prices showing little or no change and market closing very firm and strong.

Local:—A quiet but steady enquiry has been experienced and sales to the extent of nearly 2,000 bales are reported, say No. 10s. at from Tls. 76 to 81½, No. 12s. at from Tls. 82½ to Tls. 84½, Tls. 84½ to Tls. 86 for No. 14s. and Tls. 87½ for No. 16s., market closing strong.

MISCELLANEOUS IMPORTS.

HONGKONG, 27th March.—Amongst the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn: 550 bales No. 10 at \$87 to 91, 1,200 bales No. 12 at \$93 to \$96, 250 bales No. 16 at \$101 to \$103.50, 650 bales No. 20 at \$105 to \$119. White Shirtings: 750 pieces Coloured Dog at \$6.80.

Bombay—Nos. 10 to 20s.....	per bale	\$78.00 to \$119.00
English—Nos. 16 to 24.....		114.00 to 120.00
" 22 to 24.....		120.00 to 128.00
" 28 to 32.....		136.00 to 142.00
" 38 to 42.....		155.00 to 170.00

COTTON PIECE GOODS—

Grey Shirtings—6 lbs.	per piece.	2.10 to 2.20
7 lbs.		2.25 to 2.50
8.4 lbs.		2.90 to 3.55
9 to 10 lbs.		3.70 to 4.65
White Shirtings—54 to 56 rd.		2.40 to 2.70
58 to 60 "		3.15 to 4.10
64 to 66 "		4.20 to 5.00
Fine		5.20 to 7.40
Book-folds		4.30 to 6.50
Victoria Lawns—12 yards.....		0.73 to 1.25
T-Cloths—6lbs. (32 in.), Ord'y.		1.70 to 1.90
7lbs. (32 ")		2.00 to 2.30
6lbs. (32 "), Mexs.		2.00 to 2.15
7lbs. (32 ")		2.80 to 3.30
8 to 8.4 oz., (36 in.)		3.00 to 3.55
Drills, English—40 yds., 13½ to 14 lbs.		4.00 to 6.75

FANCY COTTONS—

Turkey Red Shirtings—1½ to 5 lbs.	1.60 to 3.65
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BROCADES—Dyed

DAMASKS—

Chintzes—Assorted	per yard	0.18 to 0.20
Velvets—Black, 22 in.		0.24 to 0.50
Velveteens—18 in.		0.22 to 0.30

Handkerchiefs—Imitation Silk 0.30 to 3.00

WOOLLENS—

Spanish Stripes—Sundry chops.....	per yard	0.65 to 2.00
German		1.25 to 3.00
Habit, Med., and Broad Cloths		1.25 to 3.00
Long Ells—Scarlet, 7-10 lbs.	per piece	6.50 to 8.50
Assorted.....		6.60 to 8.65
Camlets—Assorted.....		12.00 to 32.00
Lastings—30 yds., 31 inches }		12.00 to 16.00
Assorted }		
Orleans—Plain		8.00 to 9.50

Blankets—8 to 12 lbs. 4.00 to 9.00

METALS—

Iron—Nail Rod	per picul	4.60 to —
Square, Flat Round Bar (Eng.		4.60 to —
Swedish Bar		4.80 to —
Small Round Rod		4.85 to —
Hoop ½ to 1½ in.,		6.10 to —
Wire, 16/25,		8.40 to —
Old Wire Rope		2.40 to —
Pig Non.....		35.50 to 36.50
Lead, L. B. & Co. and Hole Chop		8.50 to —
Australian		8.40 to —

METALS—

Yellow M'tal—Muntz 14/20 oz.	per picul	41.00 to —
Vivian's 14/20 oz.		41.00 to —
Elliot's 14/20 oz.		41.00 to —
Composition Nails.....		61.00 to —
Japan Copper, Slabs.....		39.00 to —
Tin.....		74.00 to —

Tin-Plates

Steel ½ to ½

SUNDRIES—

Quicksilver	per picul	174.50 to —
Window Glass	per box.	6.00 to —
Kerosene Oil.....	per 10-gal. case	2.10 to —

CLOSING QUOTATIONS.

THURSDAY, 27th March.

EXCHANGE.

ON LONDON.—	
Telegraphic Transfer	1/9 3/4
Bank Bills, on demand	1/9 1/4
Bank Bills, at 30 days' sight	1/9 1/4
Bank Bills, at 4 months' sight	1/9 1/4
Credits, at 4 months' sight	1/9 1/4
Documentary Bills, 4 months' sight	1/9 1/4
ON PARIS.—	
Bank Bills, on demand	2.24 1/2
Credits, 4 months' sight	2.28
ON GERMANY.—	
On demand	1.82 1/2
ON NEW YORK.—	
Bank Bills, on demand	43 1/2
Credits, 60 days' sight	44 1/2
ON BOMBAY.—	
Telegraphic Transfer	133
Bank, on demand	133 1/2
ON CALCUTTA.—	
Telegraphic Transfer	133
Bank, on demand	133 1/2
ON SHANGHAI.—	
Bank, at sight	73 1/2
Private, 30 days' sight	74
ON YOKOHAMA.—	
On demand	13 1/2
ON MANILA.—	
On demand	2 p.c. pm.
ON SINGAPORE.—	
On demand	1
ON BATAVIA.—	
On demand	1 1/8 1/2
ON HAIPHONG.—	
On demand	1 1/2
ON SAIGON.—	
On demand	1 p.c. pm.
ON BANGKOK.—On demand	60 1/2
SOVEREIGNS, Bank's Buying Rate	11.16
GOLD LEAF, 100 fine, per tael	57.50
BAR SILVER per oz.	24 1/2

SHARE REPORT.

HONGKONG, 27th March.—Business generally continues to rule quiet and many rates again show a falling off.

BANKS.—Hongkong and Shanghai have been booked in small lots at \$585 to \$590, closing with buyers at \$587½. The London rate has fallen to £62. Nationals are wanted at \$26.

MARINE INSURANCES.—Unions have continued in request, and as we close a sale is reported at \$385. China Traders have been done at \$52. Cantons are wanted at \$160, and North Chinas at Tls. 190.

FIRE INSURANCES.—Hongkongs are obtainable at \$350, and Chinas at \$83.

SHIPPING.—Hongkong, Canton and Macao have been taken off the market at \$38. Indo-Chinas have ruled erratic, and sales at from \$37½ to \$139½ are reported, market closing steady at \$139. China and Manilas have sold at from \$30 to \$37½, and more shares can probably be placed at the latter rate. Douglasses are wanted at \$40. Shell Transports are obtainable at £2, and Star Ferries at \$24 (old) \$9½ (new).

REFINERIES.—China Sugars are weak at \$118 ex the final dividend of \$7 per share for 1901 payable on the 29th instant. Luzons are obtainable at \$30.

MINING.—Punjoms have been booked at \$4½. Raubs have sold at \$9 and \$9½. Charbonnages are unchanged at \$525.

DOCKS, WHARVES AND GODOWNS.—Forced sales of Hongkong and Whampoa Docks are reported at \$260 and \$257½, more shares being obtainable at the former rate. Hongkong and Kowloon Wharfs have been purchased at \$90, at which the market is firm. New Amoy Docks are firmer at \$31 buyers.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have weakened to \$172½, at which a fair business has been transacted. Kowloon Lands are offering at \$30, and West Points at \$58. Hongkong Hotels are in some request at \$130, at which sales have been effected. Oriente Hotels continue to offer at \$50. Humphreys Estates can be procured at \$12½.

COTTON MILLS.—Hongkong Cottons are wanted at \$14. The northern stocks are unchanged.

MISCELLANEOUS.—Green Island Cements continue in demand at \$21 with sales at \$21½.

A. S. Watsons have declined to \$14½ sellers. Electrics (old) have been booked at \$13½ and the new issue at \$6, both continuing in demand. Ropes are unaltered at \$15½ sellers. China Providents can be disposed of at \$9½. Watkins are quiet at \$7 ex the dividend of 90 cents per share for 1901 payable on the 29th instant. Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	(\$587½), buyers (L'don, £62.
China & Japan, ordy.	24	£1.
Do. deferred	21	nominal.
Natl. Bank of China		
A. Shares	28	\$26, buyers
B. Shares	28	\$26, buyers
Foun. Shares	21	\$10, sellers
Bell's Asbestos E. A.	21	\$1, buyers
Campbell, Moore & Co.	\$10	\$21, buyers
China-Borneo Co., Ltd.	\$15	\$28½, sellers
China Light & Power Co., Ltd.	\$20	\$20, nominal
China Prov. L. & M.	\$10	\$9½, buyers
China Sugar	\$100	\$118, ex div.
Cigar Companies—		
Alhambra Limited	\$500	\$500, nominal.
Philippine Tobacco Invest. Co., Ltd.	\$50	\$50, sellers
Cotton Mills—		
Ewo	Tls. 100	Tls. 40.
International	Tls. 100	Tls. 25.
Laon Kung Mow	Tls. 100	Tls. 40.
Soychee	Tls. 500	Tls. 150.
Hongkong	\$100	\$14, buyers
Dairy Farm	\$6	\$12, buyers
Fenwick & Co., Geo.	\$25	\$41.
Green Island Cement	\$10	\$21, buyers
H. & C. Bakery	\$50	\$40.
Hongkong & C. Gas	210	\$140, buyers
Hongkong Electric	\$10	\$18½, buyers
H. H. L. Tramways	\$5	\$6, buyers
Hk. Steam Water boat Co., Ltd.	\$100	\$330, buyers
Hongkong Hotel	\$50	\$130, buyers
Hongkong Ice	\$25	\$220, buyers
H. & K. Wharf & G.	\$50	\$80, sales
Hongkong Rope	\$50	\$150, sellers
H. & W. Dock	\$50	\$260, sellers
Insurance—		
Canton	\$50	\$160, buyers
China Fire	\$20	\$83, sellers
China Traders'	\$25	\$53, sellers
Hongkong Fire	\$50	\$350, sellers
North China	\$25	Tls. 190, buyers
Straits	\$20	nominal.
Union	\$50	\$380, buyers
Yangtze	\$60	\$135.
Land and Building—		
Hongkong Land Inv.	\$100	\$172½.
Humphreys Estate	\$10	\$12½, sellers
Kowloon Land & B.	\$30	\$30, sellers
West Point Building	\$50	\$58, sellers
Luzon Sugar	\$100	\$30, sellers
Manila Invest. Co., Ltd.	\$50	\$35, sellers
Mining—		
Charbonnages	Fcs. 250	\$525.
Jebeu	\$5	\$3½, sellers
Queen's Mines, Ltd.	250.	4 cents.
Olivers Mines, A.	\$5	nominal.
Do. B.	\$4½	nominal.
Punjom	\$10	\$4½.
Do. Preference	\$1	\$1½, sellers
Raubs	18	\$9½, sales
New Amoy Dock	\$3½	\$31, buyers
Oriente Hotel, Manila	\$50	\$50, sellers
Powell, Ltd.	\$10	\$9, sellers
Robinson Piano Co., Ltd.	\$50	\$55, sales
Steamship Coys.—		
China and Manila	\$50	\$37½.
China Mutual Pref.	\$5	nominal.
Do. Ordinary	27.10	\$7.10, ex div., slrs.
Do. Bonus	25	\$5, ex div., sellers
Douglas Steamship	\$50	\$40, buyers
H., Canton and M.	\$15	\$38, sales
Indo-China S. N.	210	\$139.
Shell Transport & Trading Co.	21	\$22, sellers
Star Ferry	\$10	\$24, sellers \$8½, sellers
Tebrau Planting Co.	\$5	\$1.
United Abestos	\$4	\$10, sellers
Do.	\$10	\$250, sellers
Universal Trading Co., Ltd.	\$5	\$20, sellers
Watkins Ltd.	\$10	\$7, ex div.
Watson & Co., A. S.	\$10	\$14½, sellers

VERNON SMYTH, & Brokers.

SHANGHAI, 17th March (from Messrs. J. P. Bisset & Co.'s Report). A good general business has been done during the week; rates of leading stocks are maintained, while Langkats show a considerable rise. **INSURANCE.**—Marine. North China Tls. 185, Yangtzes \$135 and China Traders \$54. Fires are quiet. **SHIPPING.**—Indo-China S. N. Co. Shares changed hands at Tls. 102 for 31st inst. and market closes firm with cash buyers at Tls. 101. A June settlement was made at Tls. 105 and shares are offering. **SUGARS.**—Perak Sugar Cultivation Co., Ltd. An extraordinary general meeting of shareholders is called for 20th inst. to consider a resolution for the issue of Tls. 200,000 of debentures bearing interest at 7 per cent. per annum and redeemable in not less than five or more than ten years. It is intended with this issue of debentures to redeem the outstanding loan of Tls. 100,000. There has been no dealing in the Company's shares. **MINING.**—Chinese Engineering and Mining Co., Ltd. There has been little business during the week and cash rate has receded to Tls. 9.40-9.35, settlements were made for 31st inst. at Tls. 9.50, 9.40, 9.35, while April shares could only obtain Tls. 9.25. **DOCKS, WHARVES AND GODOWNS.**—S. C. Farnham, Boyd and Co., Ltd. Shares for March settlement realised Tls. 280, 282.50, 280, 257.50 and 280, market closing steady with buyers for cash and 31st inst. at 280. April shares fetched Tls. 265, May 265, 267.50, June 270, 267.50, 270, July 272.50, September 280. Shanghai and Hongkew Wharf shares were placed at Tls. 297.50 and 300 cash. **LANDS** are quiet. **INDUSTRIAL.**—Major Bros., Ltd. The report and accounts for 1901 have been published for the meeting of shareholders called for 20th inst. The net profits amount to only Tls. 853.39 as compared with Tls. 19,865.74 in 1900. Pulp and Paper Mill. Shares changed hands at Tls. 111 for 31st inst., and 116 for July; forward shares are on offer. Cotton Mill stocks have been quiet. Ice shares were let go at Tls. 20 and 18, but market closes with buyers at Tls. 20.21. **TUGS AND CARGO BOATS.**—Cargo boat shares were placed at Tls. 130 cash. Shanghai Tug-boat Co., Ltd. The directors' report and statement of accounts for 1901 have been issued to the shareholders for the meeting convened for the 21st current. The working account shows an increase of Tls. 7,471.88 over that of the previous year. The net profit, including profit on exchange, amounts to Tls. 43,238.44, equal to nearly 21.62 per cent. on the increased capital. Three interim dividends were paid during the year, amounting to Tls. 28,000. Including a balance of Tls. 997.27 from 1900, there is a balance of Tls. 18,235.71 at credit of profit and loss account. The directors recommend the payment of a final dividend of Tls. 5 per share, making 18 per cent. for the year, add to reserve fund Tls. 5,000, increasing it to Tls. 60,000, and carry forward Tls. 3,235.71. **MISCELLANEOUS.**—Shanghai Waterworks Co., Ltd. The directors' report and statement of accounts for 1901 have been published for the meeting of shareholders called for the 25th current. The working account exceeds that of 1900 by Tls. 23,540.11. After payment of income tax, interest and bonus, and deducting Tls. 15,460.51 for depreciation, the net profit is Tls. 160,968.76, equal to 24.18 per cent. on capital as compared with 21.32 in the previous year. Including the balance of Tls. 8,247.47 brought forward from the previous year, and deducting an interim dividend of 15/0 or Tls. 40,980.23 paid in July, there is a balance of Tls. 128,762.75 to distribute. The directors recommend the payment of a final dividend of 32/6 per share, which will absorb Tls. 95,186.44 at exchange 2s. 5½d. and to place Tls. 25,000 to the reserve fund, which will then stand at Tls. 100,000, leaving a balance of Tls. 8,576.31 to be carried forward. Sumatra Tobacco Co. At the annual general meeting called for to-day resolutions will be brought forward for the reconstruction of the Company and its registration under Limited Liability. Shares sold at Tls. 38.50 and 40 cash. Langkat Tobacco Co. The annual general meeting is advertised for 27th March to consider the directors' report and statement of accounts for the past year. An extraordinary meeting is called immediately after this general meeting, at which resolutions will be proposed to wind up the Company and to affect its sale and transfer of all its liabilities and assets to a new Company under Dutch law and registration. This change will secure the Company's interests at Langkat, which otherwise would be handicapped against Dutch regime. Brisk business has been done in the stock, and settlements were made up Tls. 350 for 31st inst., but the rate has receded to 325. Cash business took place up to Tls. 340, but closing sales are 320. Settlements were made for April 330, 342.50, 350, 342.50, 340, 330, 332.50 330, May 335, 345, 350, 345, 347.50, 335, June 350, 352.50

360, 355, 352.50 July 345, 360, 362.50, 365, 360, 355, 345, 350, September 365. Moutrie and Co.'s shares were placed at \$62.50, Hall and Holts \$38, Weeks and Co. \$27.50, and are offering. Astor Hotels \$250. **DEBENTURES.**—Municipal 6 per cent. changed hands at Tls. 105 and Shanghai and Hongkew Wharf 6 per cent. at Tls. 103, both accrued interest.

VESSELS ON THE BERTH.

FOR ANTWERP.—Hakata Maru (str.), Ava Maru (str.).
FOR LONDON.—Oriental (str.), Dardanus (str.), Nestor (str.), Antenor (str.), Canton (str.), Diomed (str.), Machaon (str.), Hakata Maru (str.), Ava Maru (str.).
FOR LIVERPOOL.—Achilles (str.), Calchas (str.).
FOR MARSEILLES.—Hakata Maru (str.), Ava Maru (str.).
FOR BREMEN.—Bayern (str.).
FOR HAVRE AND HAMBURG.—Adria (str.), Sazonia (str.), Bamberg (str.), Segovia (str.).
FOR TRIESTE.—India (str.).
FOR VICTORIA, B.C.—Olympia (str.), Shinano Maru (str.), Kinshui Maru (str.).
FOR VANCOUVER.—Empress of China (str.), Tartar (str.).
FOR NEW YORK.—Hudson (str.), Aragonia (str.).
FOR PORTLAND (Or.).—Indravelli (str.).
FOR AUSTRALIAN PORTS.—Taiyuan (str.), Chingtu (str.), Kumano Maru (str.), Airis (str.).
FOR BOMBAY, VIA SINGAPORE AND COLOMBO.—Kagoshima Maru (str.).
FOR SINGAPORE, PENANG AND CALCUTTA.—Laisang (str.).
FOR SINGAPORE AND BOMBAY.—Nankin (str.).

TONNAGE.

HONGKONG, 27th March.—Since last report there has been no improvement in rates and the demand for tonnage continues very slack. From Saigon to Hongkong, 11 cents per picul has been accepted for a prompt steamer, and this continues to be the rates now offering. To Philippines there is a moderate enquiry at 25 to 26 cents per picul for steamers of about 30 000 piculs capacity, while to Java there is no enquiry for prompt tonnage—the rate is nominally 24 cents. Bangkok to Hongkong: the regular liners supply all requirements at 25 cents inside and 20 cents outside the bar. The port of Newchwang opened on the 23rd instant. The demand for Canton is very slight, at 25 to 26 cents per picul. Coal freights remain as last quoted. Sailing tonnage. A large vessel has been fixed to load hence for New York; her rate has not yet been given out.—The British ship *Leicester Castle*, 2,000 tons register, proceeds in ballast to San Francisco for orders. The following are the settlements:—

Comet—British barque, 2,890 tons, Hongkong to New York, private terms.
Erle J. Ray—American barque, 919 tons, two trips, Rajang to Hongkong, \$12,000 each trip.
Sabine Rickmers—British steamer, 690 tons, Newchwang to Canton, \$4,700 in full.
Bygdo—Norwegian steamer, 771 tons, Newchwang to Canton (2,000 piculs), 26½ cents per picul.
Thea—German steamer, 934 tons, Newchwang to Canton (12,000 piculs), 26 cents per picul.
Hermann Mensell—German steamer, 1,001 tons, Newchwang to Canton (16,000 piculs), 25 cents per picul.
Benvenue—British steamer, 1,468 tons, Moji to Singapore, \$2.60 per ton.
Babelsberg—German steamer, 1,379 tons, Mororan to Hongkong, \$3 per ton.
Petrarch—German steamer, 1,252 tons, Saigon to Foochow, 25 cents per picul.
Babelsberg—German steamer, 1,379 tons, Saigon to Chemulpo, 40 cents per picul.
Heinrich Mensell—German steamer, 989 tons, Saigon to Manila, 27 cents per picul.
Jacob Diedericksen—German steamer, 623 tons, Saigon to one port Philippines, 30 cents per picul.
Doris—Norwegian steamer, 965 tons, Saigon to one port Philippines, 26 cents per picul.
Triton—German steamer, 1,033 tons, Saigon to one port Philippines, 25 cents per picul.
Sleipner—Norwegian steamer, 880 tons, Saigon to one port Philippines, 25 cents per picul.
Madeline Rickmers—German steamer, 1,020 tons, Saigon to Hongkong, 12½ cents per picul.
Gloucester City—British steamer, 1,409 tons, Saigon to Hongkong, 12 cents per picul.
Deuteros—German steamer, 1,001 tons, Saigon to Hongkong, 11 cents per picul.
Petrarch—German steamer, 1,252 tons, Hongkong to Singapore (passengers), \$6.50 each.
Tetartos—German steamer, 1,812 tons, monthly, 6 months, at \$7,000 per month.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

ARRIVALS.

March—

- 21, Japan, British str., from Autwerp.
 21, Michael Jebsen, Ger. str. from Haiphong.
 21, Tsurugisan Maru, Jap. str., from K'notzu.
 21, Woosung, British str., from Chinkiang.
 22, Amoy, German str., from Iloilo.
 22, Anping Maru, Jap. str., from Coast Ports.
 22, China, German str., from Sourabaya.
 22, Haiohing, British str., from Swatow.
 22, Sanuki Maru, Jap. str., from Shanghai.
 22, Stuttgart, German str., from Hamburg.
 22, Yarra, French str., from Marseilles.
 23, Decima, German str., from Saigon.
 23, Hipsang, British str., from Chinkiang.
 23, Korat, German str., from Bangkok.
 23, Laisang, British str., from Calcutta.
 23, Sullberg, German str., from Haiphong.
 24, Amara, British str., from Saigon.
 24, Astraea, British cruiser, from Woosung.
 24, Crown of Arragon, British str., from Moji.
 24, Hangaang, British str., from Shanghai.
 24, Hikosan Maru, Jap. str., from K'notzu.
 24, Hongkong, French str., from Haiphong.
 24, Konigsberg, Ger. str., from Yokohama.
 24, Kobsichang, German str., from Bangkok.
 24, Kyoto Maru, Japanese str., from Moji.
 24, Ningpo, British str., from Chinkiang.
 24, Phra C. Klao, German str., from Bangkok.
 24, Silesia, Austrian str., from Singapore.
 25, Armenia, German str., from Shanghai.
 25, Diomed, British str., from Liverpool.
 25, Else, German str., from Saigon.
 25, Eros, Norwegian str., from Bangkok.
 25, Formosa, British str., from Taiwanfoo.
 25, Glenlochy, British str., from London.
 25, Inaba Maru, Japanese str., from London.
 25, Mutine, British sloop, from Singapore.
 25, Olympia, American str., from Tacoma.
 25, Thales, British str., from Swatow.
 25, Vale of Doon, British bark, from Rajang.
 25, Yawata Maru, Jap. str., from Australia.
 26, Daijin Maru, Japanese str., from Tamsui.
 26, Haitan, British str., from Coast Ports.
 26, Hongmoh, British str., from Straits.
 26, Kagoshima Maru, Jap. str., from Moji.
 26, Kong Beng, German str., from Bangkok.
 26, Mara Kolb, German str., from Moji.
 26, Oceanien, French str., from Shanghai.
 26, Rinaldo, British sloop, from Sheerness.
 27, D'Entrecasteaux, French flagship, from Kwongchauwan.
 27, Holstein, German str., from Saigon.
 27, Oriental, British str., from Shanghai.
 27, Segovia, German str., from Hamburg.
 27, Taisang, British str., from Shanghai.

DEPARTURES.

March—

- 22, Arab, British str., for San Francisco.
 22, Chiyuen, Chinese str., for Shanghai.
 22, Elit, Nossack, German str., for Amoy.
 22, Emma Luyken, Ger. str., for Singapore.
 22, Hoibao, French str., for Hoihow.
 22, Hge, French str., for Kwongchauwan.
 22, Taichow, German str., for Bangkok.
 22, Yangtze, British str., for Shanghai.
 23, Apenrade, German str., for Hoihow.
 23, Daigi Maru, Japanese str., for Swatow.
 23, Kinkiang, British str., for Ningpo.
 23, Loyal, German str., for Bangkok.
 23, Simongan, German str., for Newchwang.
 23, Stuttgart, German str., for Shanghai.
 23, Yarra, French str., for Shanghai.
 23, Pakshan, British str., for Swatow.
 23, Sanuki Maru, Japanese str., for London.
 23, Tsurugisan Maru, Jap. str., for K'notzu.
 24, Babelsberg, German str., for Saigon.
 24, Hiroshima Maru, Japanese str., for Kobe.
 24, Iyo Maru, Japanese str., for Seattle.
 24, Japan, British str., for Shanghai.
 24, Kaiserin Augusta, Ger. str., for S'pore.
 24, Lysemoon, German str., for Shanghai.
 25, Alacrity, British desp. boat, for Pakhoi.
 25, New York, American flagship, for Amoy.
 25, Orlando, British cruiser, for Home.
 25, Pique, British gunboat, for Shanghai.
 25, Chowtai, German str., for Bangkok.
 25, Haiching, British str., for Swatow.
 25, Keongwai, German str., for Bangkok.
 25, Mathilde, German str., for Haiphong.
 25, Michael Jebsen, Ger. str., for Haiphong.
 25, Mogul, British str., for Shanghai.
 25, Pelayo, British str., for Swatow.
 25, Rosetta Maru, Japanese str., for Manila.
 25, Wongkoi, German str., for Bangkok.

- 26, Suisang, British str., for Calcutta.
 26, Anping Maru, Japanese str., for Swatow.
 26, Armenia, German str., for Singapore.
 26, Braemar, British str., for Tacoma.
 26, Diomed, British str., for Shanghai.
 26, Konigsberg, German str., for Hamburg.
 26, Kwanglee, British str., for Shanghai.
 26, Oceanien, French str., for Europe.
 26, Skarpsno, Norwegian str., for Bangkok.
 27, Astraea, British cruiser, for Home.
 27, Deccan, British ship, for Royal Roads.
 27, Formosa, British str., for Tamsui.
 27, Koyo Maru, Japanese str., for Tamsui.
 27, Thales, British str., for Pakhoi.

PASSENGERS LIST.

ARRIVED.

Per *Stuttgart*, for Hongkong, from Hamburg, Mrs. A. Brandstetter and Mrs. Menzell; from Southampton, Mr. and Mrs. H. D. C. Jones and child and Miss Jones; from Genoa, Dr. McPhun; for Shanghai, from Southampton, Mr. and Mrs. Squire and children, Misses Fische, Mellor, Oakeshott and Rasmussen, Messrs. W. Campbell and Geo. Houston; from Genoa, Mr. and Mrs. Pierre Gravedon, Miss Henri Grevedon, Mr. and Mrs. W. Noyes Morehouse, Messrs. H. F. Finscher, J. M. Moorhead and B. Rickett; for Yokohama, from Gibraltar, Mrs. Crofts; from Genoa, Mr. and Mrs. Vautier and children, Messrs. Coblitz and F. W. Y. Morrison; from Naples, Mr. H. Schrader; from Singapore, Mr. Ernst Köppen; for Tientsin, from Antwerp, Messrs. Edmund Julien and Albert Werbruck; for Tsingtau, from Hamburg, Mr. Kurt Kröber.

Per *Yarra*, for Hongkong, from Marseilles, Mr. and Mrs. Buffel du Vaure; from Bombay, Lieut. Col. and Mrs. Clarkson and Mr. Dashur; from Colombo, Mr. L. Barnes; from Singapore, Mrs. Bourchier, Dr. Hardy, Messrs. F. Bickel, B. Mehta, and Mehta and son; from Saigon, Messrs. C. Barlow, Mesny, J. Lino and Ollivier; for Shanghai, from Marseilles, Mr. and Mrs. Romer, Mr. and Mrs. Bardi, Mr. and Mrs. Rene Loch, Revs. Damien, Taddée and Julien, Messrs. Tourchea, Tarangano, Hopsomer, Antoine, Poulsen and de Cordon; from Singapore, Mrs. Jones, Messrs. Macgregor, Peters, S. W. Bates and Rochirean; from Saigon, Mrs. Galsi and Mr. Le Goff; for Yokohama, from Marseilles, Messrs. A. Culy and Kahn; from Bombay, Mr. Ward and Mrs. Wood; from Colombo, Mr. and Mrs. Wood, Mrs. Jols, Miss Hope, adn Mr. Douglas Fletcher; from Singapore, Mr. and Mrs. Ader and infant.

Per *Sanuki Maru*, from Shanghai, &c., for Hongkong, Messrs. H. Hirose and Y. Mitsui; for Singapore, Lieut. Col. S. Nanba, Major J. Osawa, Mr. and Mrs. K. Oga and two children, Messrs. T. Yamaguchi and T. F. Tanaka; for Colombo, Mr. H. L. Hardy; for Marseilles, Minister and Mrs. I. Matono and Master H. Matono, Mrs. M. Abe, Drs. H. Hayashi and M. Hashida, Capt. T. Takigawa, Chief Surgeon T. Suzuki, Messrs. G. Akashi, H. Nagaoka, G. Nosawa, T. Furukawa and K. Taniguchi; for London, Messrs. Fraser and T. Shimomura; for Antwerp, Mr. and Mrs. Crap and two children.

Per *Yawata Maru*, from Australia, &c., for Hongkong, Mr. and Mrs. E. M. Thomas, Mrs. Tisdall and infant, Mrs. Peacock, Misses Peacock (2), Messrs. Lintoe, Wright, B. F. Evans, G. F. Moorl, R. L. Alpine, R. M. Alpine and Mrs. Hansen; for Nagasaki, Mrs. Satai and Mrs. Mima; for Kobe, Mr. O. Haramoto; for Yokohama, Mrs. Rogers, Mr. and Mrs. Meomin and Miss Meomin, Mr. and Mrs. Burgess, Mrs. Cox, Misses Cox and N. Cox, Mr. and Mrs. C. Gobriel, Mrs. Guason, Mr. and Mrs. Ishikawa, Mr. and Mrs. Lamora, Misses Fravenholz, Kirks Myers, Graham, McElhone, R. Paterno, T. Paterno, A. Paterno, and Bantiasla, Messrs. T. Purnell, A. Young, C. M. Dowell, Kirks Myers, A. A. Johnstone, J. Fitzgerald, J. J. Duper, A. Malla-hin, W. P. McElhone, Cappers, A. G. Leeds, R. Singleton, T. Nishihawa, S. Tanaka, F. Hocson, M. Arias, and Dr. Sugiyama.

Per *Oceanien*, for Hongkong, from Yokohama, Mrs. Simpson, Dr. and Mrs. Smith and three children, Misses Ethel Sleight, Laura Gregson, Kitty Gregson and Louisa Smith, Messrs. Kreitmayer and Lleyvlyn; from Shanghai, Mr. and Mrs. Tremer, Mr. and Mrs. F. W. Bolles, Misses J. Costa, J. Costa, Maly Costa and O. Cruz, Reiss, G. Rossi and Gourdial, Messrs. Encarnacao, V. P. Millar, H. C. Gayton, C. A. Clark, Stebling, Schlimowitz, Oscar Tandan, Morel,

Jacquesson, Bowack and Jose d'Aquino; for Saigon, from Shanghai, Messrs. Antemayon, Ding Vanhang and Gral; for Singapore, Messrs. Y. F. Dayan, Kimoma and Asho; for Colombo, Mr. Morita Wagner; for Port Said, Mr. Mores; for Marseilles, from Yokohama, Vicomte and Vicomtesse de Tondy and three children, Mrs. Ruegg and infant, Miss Kate Jones, Messrs. Pierre de Tondy and Pepin de Saily; from Kobe, Mr. Roux; from Shanghai, Messrs. Buquet, Schlemberger, J. Chapsal, L. Marlhond, L. H. Rieby, Chazalon, Daniel, Moller, Malhien, Meugny, Duffourg, Legursques, Guegen, Ker-moal, Planty, Jan, and Le Creut.

Per American Mail, from San Francisco, &c., Mrs. F. Bates, Dr. and Mrs. C. A. Hayes, Mr. and Mrs. G. W. Higgins, Miss Mabel Higgins, Mr. and Mrs. W. W. Burton, Mr. and Mrs. W. L. Burton, Mr. and Mrs. J. B. Stubbs, Mrs. D. Jackson, Mr. and Mrs. A. W. Rettig, Misses C. Van Heusen and Helen Chase, Messrs. J. S. Atterbury, H. C. Williams, Harry Robbins, L. Davis, Elliott Snow, U.S.N., G. Weir, C. S. Moody, James Craik, H. J. Heinz, H. C. Heinz, Fritz Thies, Ben Oppenheimer, Jas. R. Morse, Leonard Joseph, R. W. Waddell, and H. C. Hudtwaloker.

DEPARTED.

Per *Eastern*, for Timor and Australia, Mrs. D'Almida, Mr. and Mrs. L. M. Salles, Mrs. Gregorio and three children, Mrs. Ross Soden, Messrs. J. L. Soden, A. Soden, H. Soden and G. Soden, Dr. and Mrs. Torrey, Mrs. M. R. Simpson, Mr. and Mrs. Adson, Capt. A. V. Brown and Davis, Rev. S. A. da Silva, Sisters Nunes and da Conceicao, Messrs. von Bosch, J. C. da S. Salles, W. Kelle, T. F. Hough, Wm. E. Geil, Huxham, and Miss H. G. Long.

Per *Stuttgart*, from Hongkong, for Shanghai, Mrs. Holland, Mrs. M. Krieg, Mr. and Mrs. Miss G. Harling, Mr. and Mrs. A. W. Torkington, Mr. and Mrs. Clayton Garvey, Mr. and Mrs. Waite and two children, Miss G. L. Cohen, Messrs. G. Butler, Hermans and C. Dalton; for Yokohama, Mrs. C. C. Sisco, Mr. and Mrs. J. C. Drayton, Mrs. F. Brockelmann and three children and Miss Brockelmann, Mrs. T. E. Griffith, Messrs. Taylor and A. F. Goete; from Bremen, &c., for Shanghai, Mr. and Mrs. Wilh. Roth, Mr. and Mrs. J. Lewis, Messrs. Grevedon and family, Squire and family, Noyes Morehouse and family, J. M. Moorhead, G. Houlston, A. Werbroack, Edward Julien, W. Campbell, H. Finscher, J. Reinmann, G. Müller, A. Seipel, H. Schlachbaner, J. Karagetzke, Woa, N. Baker, and H. Landan, Misses Mellor, M. E. Fische and R. Oakeshott; for Nagasaki, Messrs. Oriki, Osano, Oyen, Okiku and N. Handa; for Kobe, Dr. Langer and Mr. Ohika; for Yokohama, Mrs. S. Crofts, Miss M. Ahern, Messrs. P. Vautier and family, F. W. Y. Morrison, Schroder, E. Koppen, Johannsen and Christophersen.

Per American Mail, for Shanghai, Mrs. Dorothy Wayne, Mr. and Mrs. T. Hunt, Messrs. Bickle and W. F. Harris; for Kobe, Col. and Mrs. Denny, Messrs. T. W. Levering and B. D. Ballantine; for Yokohama, Mrs. A. B. Brown and infant, Miss Brown, Lieut. F. C. Harvey and Mr. W. B. Credle; for San Francisco, &c., Mr. and Mrs. R. Dempster and Miss Dempster, Mr. E. and Mrs. Yottrand, Misses F. Beach, Clawson and M. R. Ferguson, Mr. L. P. Clawson, Comdr. Christian, R.N., Dr. E. Delmar, Messrs. Jas. Innes, T. S. Blish, W. S. Ferguson, J. J. Keegan, E. Wuhrlin, H. Rosenfeld, P. Dudley, A. Wulff, V. Uldall, E. M. Ferguson, H. J. Rosencrantz, and E. F. Meyer.

Per *Rosetta Maru*, for Manila, Dr. and Mrs. V. Gaidote, Mrs. C. de Leon, Mrs. W. Wilson and two children, Mr. and Mrs. Jones and child, Mrs. E. J. Atstin, Mrs. N. Compton, Mr. and Mrs. Takagi, Mr. and Mrs. Segawa, Mrs. H. Hamasaki, Mrs. S. Hamasaki, Mrs. Aenle, Misses U. Kricott, N. La Cruz and T. Osawa, Messrs. N. Vaznez, W. C. Taylor, M. Ohtsu, E. C. Barnes, H. E. Price, Henry Bruce, J. Davidson, T. Morimoto, D. Ihisuka, S. Ohtsura, M. de la Rosa, F. Combes, M. Prieda, H. H. Dadson, M. Hiraiwa, Y. Kamada, S. Sakai, S. Suzuki and C. Hirai.

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